

# AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York Saturday, August 12, 1871.

**NOTE** FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, WESTERN DIVISION.

These bonds can now be had from the undersigned, or through the principal banks and bankers of the United States.

They have thirty (30) years to run, bearing Eight per Cent. (8 per cent.) Interest, payable on 15th days of August and February in each year. The Principal and Interest are payable in Gold. The Principal in New York; the Interest in New York, London and Frankfort-on-Main, free of tax. They are Coupon Bonds, but can be registered or converted into Registered Bonds, and are receivable at par and accrued interest in payment for the Company's land sales. The payment of the principal and interest is secured by a first and only mortgage on the Company's Lands, granted by the United States in 1866, lying on the line of this road, amounting to 1,500,000 acres, the railway of the Western Division extending from Marysville, Kansas, to a junction with Union Pacific Road at Fort Kearney, a distance of 170 miles, together with the Equipments appertaining,

Franchises, Rights of Way and Personal Property. The mortgage is made to the Farmers' Loan and Trust Company of New York, as Trustees.

The Bondholders are amply protected by the terms of the Mortgage Deed, which prohibits a sale of the Company's lands at less than four (\$4) dollars per acre, and a release of the lien of this Mortgage upon any portion sold until the purchase money is paid to the Trustees, who are authorized to apply the same to the payment of these Bonds, either by purchase or to the Sinking Fund, for their redemption at maturity. This will more than extinguish the debt and leave the railway and equipments free. The security for the payment of these Bonds is therefore beyond all contingency.

The location of the line of the St. Joseph and Denver City Railroad is a commanding one, from the fact that it is a practical extension westwardly of the Hannibal and St. Joseph, the next Land Grant road after the Illinois Central. The St. Joseph and Denver City Railroad is fed at its eastern terminus (St. Joseph) by railway lines coming direct from Hannibal, St. Louis, Chicago, and local roads converging at St. Joseph. Its business is therefore secured. Its connection with the Union Pacific road opens up the through middle route across the Continent, and is of national importance. This is reflected in the fact that the quantities of letters and telegrams which we have received during the few days the Bonds have been for sale, applying for these securities, indicate the quick response of the American people in support of internal improvements, while at the same time they make a good investment.

Price for the present, 97½ and accrued interest in currency.

Expressage relating to the Bonds free. Marketable Securities received in exchange.

We have been at great expense in the examination of this property and the bonds, and are satisfied the investments in this Loan will not only be safe but profitable. We base our calculations on the fact that the First Mortgage Bonds of this Company, on the Eastern Division, lately successfully placed by our firm at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

Under all circumstances, we unhesitatingly recommend them.

**TANNER & CO., Bankers,  
No. 11 Wall Street.**

### The Continental Fast Freight Line.

The Continental Fast Freight Line, a joint organization of the Baltimore and Ohio, Marietta and Cincinnati, and Ohio and Mississippi Railroads, who own and manage it, promises to be one of the best equipped and best managed lines that have reduced freight transportation to a science. The management of the Baltimore and Ohio Road has always watched opportunities in the direct interests of the shareholders, and the present scheme of a grand continental line owned and managed by the Baltimore and Ohio and associate companies will undoubtedly recommend itself to the public favor as containing the all important essentials of quickness and cheapness. With these special characteristics the Continental line was inaugurated yesterday, with an equipment of one thousand new freight cars, and by means of the bridge over the Ohio River at Parkersburg, and the now uniform gauge of the Ohio and Mississippi Road with that of the Baltimore and Ohio and Marietta and Cincinnati lines, an unbroken communication is opened between Baltimore and St. Louis, giving a new Atlantic port to the great West and Southwest.

There are already nine lines of ocean steamers running to and from Baltimore in connection with the Baltimore and Ohio Road, and such is the enterprise of President Garrett that he has succeeded in negotiating with the Messrs. Allan, of steamship celebrity, for the running of an Allan line of steamships between Baltimore and Liverpool, commencing regular trips in August next, thus securing additional prompt and regular ocean passage for not only the Continental line traffic, but for the whole export and import business of the country, served by the Baltimore and Ohio Road and its connections. Such a combination of gigantic interests will undoubtedly insure success.

The new bridge over the Ohio River at Bellair has virtually lessened the time between the East and all places on the Central Ohio and Lake Erie divisions of the Baltimore and Ohio Road for freight purposes by one day, and shippers have become so alive to the importance of this, that we understand the business of the Company has increased to an extent demanding an immediate large addition to the rolling stock, which will be effected in time for the fall trade.—*Columbus Statesman.*

## Steam on City Railroads.

Certain citizens of New Jersey having requested the opinion of Samuel McElroy, a Brooklyn engineer, as to a new railroad which proposes to use the tracks of certain horse railroads, especially whether steam could be used on the city streets, and locomotives run on the city roads, Mr. McElroy answered:

Passenger or platform cars provided with simple and powerful engines could be advantageously used on a line of this kind, capable of carrying extra cars and of moving over 200 passengers on each train. The present horse-railway tracks could be used for the auxiliary locomotives. These locomotives can be run without smoke or sparks, and with less danger to horses than full sized engines.

As between the slow and expensive operation of long passenger roads by horse power or steam, the difference is strongly in favor of the latter in cost of operating, and by the use of light auxiliary locomotives, the expenses for maintenance of track would be comparatively small. There is probably a difference of not less than 20 per cent. of gross receipts in favor of a plan of this kind in annual working out-lay. Between a horse car and steam movement of  $5\frac{1}{2}$  miles, the relative time would be as 45 minutes to 20 minutes from Montclair to the city depot.

This system is applicable to any horse railroad connecting with Newark, having a proper depth of rail. It is equally applicable to nearly all the horse railroads in New York city and Brooklyn, and the introduction of steam power will soon supersede and drive away the prejudices of our people. It is only a question of time.

## Richmond and Danville Railroad.

Including the "Piedmont Railroad" owned by and operated in connection therewith.

The reports of this company for the years ending September 30, 1869 and 1870, show the operations and their results of said years as exhibited in the annexed figures.

	1869.	1870.
From passengers.....	\$208,489 95	\$253,770 50
" freight .....	375,191 02	405,701 27
" express freight..	11,891 98	18,992 30
" U. S. mail .....	18,612 48	18,614 48
" telegraph line ...	216 87	288 29
	• \$609,402 80	\$692,366 98

Expenses ordinary and extraordinary—		
Transportation .....	\$189,165 89	
Way maintenance.....	218,855 06	
Machinery, repairs, etc... General, viz: offices, salaries, &c.....	55,415 03	
	81,910 97	
	• \$490,846 94	
Less credits not properly chargeable against yr's operations .....	22,718 05	
	467,633 89	

Leaving a balance of..... \$224,733 04

As compared with previous year's earnings the above shows an increase of \$82,964 18, viz: in passenger traffic \$45,280 64, in freight traffic \$80,570 25, in express traffic \$7,100 82 and in telegraph \$71 92. The increase in working expenses was \$115,300 94, viz: in transportation \$27,299 54, in maintenance of way \$79,428 02, in maintenance of machinery \$5,023 48 and in general expenses \$3,149 90. From this showing the increased earnings have not kept pace with the increased expenses by \$32,336 81, or by nearly 40 per centum. The chief increase of way expenses has been in the amount of new iron laid and large expenditures on bridges, trestles, culverts, depot

improvements, &c. The machinery department has also received considerable accessions in cars, &c. The increase under head of general expenses is accounted for by increased amount of internal taxes paid on passengers, \$1,528 95, and balance of salaries due to officers on previous year's account, \$1,920 95. The following statement compares the cost per mile run by all trains in 1869-70, and the previous fiscal year, in cents:

	1870.	1869.
Maintenance of way.....	54.87	41.30
" machinery .....	14.80	16.39
Operating and other expenses.....	53.42	55.18

Total ..... 123.09 112.87

— and the following shows the expenses per mile run, divided among revenue trains only:

	1870.	1869.
Maintenance of way.....	59.95	45.42
" machinery .....	15.16	18.02
Operating and other expenses.....	58.38	61.03

Total ..... 184.49 124.47

Thus it will be seen, as above stated, that the increased expenditures (when compared with the increased traffic) are wholly on account of new iron, materials and supplies used in improving the roadway, and rendering it safer for travel and more economical for general business. So much indeed has been added to the productive value of the property.

The number of passengers and the mileage of travel in 1868-9 and 1869-70 compares as follows:

	Number of passengers.	Miles of travel.
1868-69.....	88,828	4,860,625
1869-70.....	103,629	6,698,740

The increase in passengers was 14,801 and in mileage, 1,838,115. Distance traveled in 1869-70, 65 miles to each passenger, the fares averaging 8.79 cents per mile. First class passengers, 81,198, and second class, 22,373. Through passengers, 16,560—east 7,783, and west 8,777. Way passengers 87,069, east 42,452 and west 44,617. Increase of through passengers in 1869-70 over previous year, 6,674, and of way passengers, 8,127.

The passenger traffic for the last five years has been as follows:

Passengers.	Mileage.	Receipts.	Fares.
1865-66. 67,939	4,169,289	\$204,988 27	5.61 cts.
1866-67. 79,906	4,106,364	204,988 27	4.90 "
1867-68. 85,662	4,086,398	182,650 93	4.49 "
1868-69. 88,828	4,860,625	208,928 91	4.29 "
1869-70. 103,629	6,698,740	253,770 59	3.79 "

This statement exhibits a gradual reduction in the average rate received per passenger per mile during the period embraced equal to  $32\frac{1}{2}$  per cent. In this series of years the average distance traveled was 51, 51, 47, 55 and 65 miles, showing an extraordinary movement in so brief a period.

The tonnage traffic of the two last years compares as follows:

Tons.	Mileage.	
1868-69.....	99,323,30	6,271,192
1869-70.....	120,958,84	7,545,929

The increase of tonnage moved is thus shown to have been 21,635.54 tons, and of mileage, 1,274,737 miles. Average rate per ton shows a decrease of 0.25 cent per mile, having been in '69-'70 5.37 cents as against 5.99 cents in previous year.

The character of the freight (tons of 2,000 lbs.) moved in the years embraced was as follows:

	'69-'70.	'68-'69.
Products of forest.....	11,958.08	9,791.50
" mines.....	34,483.02	24,905.98
" animals.....	8,577.63	2,924.09
Vegetable food.....	15,002.00	11,408.46
Other agricultural products.	18,207.33	15,988.06
Manufactures.....	17,670.49	18,408.10
Merchandise.....	6,751.91	6,757.30
Non-specified articles.....	16,686.52	13,868.57
Express freight.....	1,671.86	776.26

Total ..... 120,958.84 99,323.80

The gross increase in tons of all classes in 1869-70 over the previous year was 21 per cent. and the increase in mileage was 20 per cent. There was an increase of all classes except that of other agricultural products, under which comes unmanufactured tobacco, and merchandise. The leaf or unmanufactured tobacco and stems received at Richmond in 1869-70 was as follows:

Packages.	Pounds.	
Hogsheads .....	8,960	12,866,872
Tierces and tubs .....	8,101	4,622,677
Boxes .....	1,109	323,049

Total ..... 18,170 17,812,098

Stems, hogsheads .....

1,426,426

Total unmanufactured..... 19,238,524

In 1868-69..... 28,797,153

Decrease over previous year..... 4,585,629

Average weight of hogsheads 1,436, of tierces 570, and of boxes 291 pounds, equal to 13,397 hogsheads, or 9,619 tons. In 1868-69 the receipts were 11,898 tons. Decrease, 2,279 tons.

The receipts of manufactured tobacco were:

Packages.	Pounds.	
1868-69 .....	26,345	2,050,065
1869-70 .....	45,426	3,130,724

The total of raw and manufactured tobacco received at Richmond was—1868-69 12,923 and in 1869-70, 11,184 tons—showing a decrease of 1,739 tons.

The following is a comparative summary of the total tonnage of the road for the five years ending 30th September, 1870:

Tons.	Mileage.	Receipts.	Rate.
1865-66. 68,121	4,169,028	\$381,772 56	9.85 cts.
1866-67. 81,638	5,924,892	399,500 32	6.74 "
1867-68. 88,679	6,129,789	363,000 92	6.50 "
1868-69. 99,223	6,271,192	375,191 62	5.99 "
1869-70. 120,959	7,545,929	405,701 27	5.37 "

By this table it will be seen that there has been a gradual reduction in the average amount charged per ton on all classes of freight transported for the period embraced equal to  $46\frac{1}{2}$  per cent.

The road-bed and superstructure of the road have been considerably improved during the last fiscal year (as before observed); 1,036 tons of new rails have been put in the track of the R. and D. R. R. equal to 12.63 miles, or a total since the war of 3,388 tons, and cross-ties to the amount of 63,319 have been removed and replaced with new ones during same year, or a total of 387,781 since the war. On the Piedmont R. R. 24,653 cross-ties were replaced with new ones in 1869-70. With these and other renewals and improvements the general condition of the line is pronounced to be excellent.

The mileage of locomotives in 1869-70 was 379,898 miles. Passenger, mail and express cars run 903,876 miles, burden cars 1,583,300 miles and service cars 269,757 miles. Total movement of cars, 2,756,943 miles.

The following abstract shows the physical elements of the R. and D. R. R., and separately of the Piedmont Railroad:

R. and D.	Piedmont
R. R.	R. R.
Length of main line.....	140.50
Length of Rocketts Branch ..	1.52
Sidings and turnouts.....	11.25
Total equivalent single track.....	153.27
Sum of ascents going west, feet.....	2,128
Sum of ascents going east, ".....	1,743
Whole ascent and descent over- come, feet.....	3,871
Average ascent and descent per mile, feet.....	27.55
Maximum grade going west, ft.....	60.01
Sum of straight line, miles.....	92.88
Sum of curve line, miles.....	47.64
Minimum radius on main line, feet.....	637.30
	996.57

During the past year connection was made by a branch track with the Richmond, Fredericksburg and Potomac Railroad; and a similar connection is in progress so as to reach the Richmond and York River Railroad.

The company have now 25 locomotives. The car stock consists of 17 passenger, 8 baggage, mail and express, 125 box, 64 platform (all 8 wheel), and 49 coal (6-wheel), making a total of 264 cars, also 5 road and service cars.

The company pay the Piedmont company (which payment is simply taking from one pocket and putting into the other) a lease rental of \$45,000 per annum.

The Auditor's statement of receipts and disbursements for the year ending September 30, 1870, is as follows:

#### RECEIPTS.

Balance on hand from previous years	\$20,901 23
Transportation and connections.....	749,710 11
Express and railroad company bal- ances.....	81,141 64
Wages returned by paymasters.....	1,323 14
Bills payable discounted.....	233,653 40
Bills received collected & discounted	9,774 38
U. S. and P. O. transportation.....	15,241 16
Coal and Manufacturing Co's transp.	13,464 13
Sundry accounts and loans on coal.	29,735 67
Sales of old materials.....	2,049 64
Total.....	\$1,156,994 50

#### DISBURSEMENTS.

Maintenance of roadway and real es- tate .....	\$67,012 66
Maintenance of machinery .....	18,872 79
Operating expenses.....	67,296 81
Paymasters.....	204,796 60
Bills payable .....	275,228 23
Interest .....	141,180 62
Internal revenue .....	7,194 40
Salary account.....	19,132 00
Insurance .....	2,320 00
Connection freight.....	26,894 08
Earnings returned .....	5,656 83
Wages.....	866 59
Railroad companies' balances.....	132,067 63
Piedmont company.....	34,945 45
Bonds paid off.....	6,900 00
Loans returned and accounts paid..	31,808 62
Board of public works.....	63,000 00
Depot at Burkeville.....	1,572 64
Rich., Fred. & Potom. R.R. connect'n	6,748 34
Rich. & York River R.R. connection	25,242 06
Real estate and land damages .....	475 00
Balance to next year's account.....	17,788 10
Total.....	\$1,156,994 50

The general account of the company (below) exhibits a statement of receipts, disbursements and liabilities from its organization November 30, 1847 to September 30, 1870;

Capital stock .....	\$4,000,000 00
Loan of State of Virginia redeemable in about 34 years from April 3, 1853, to September 30, 1854, by payment of annuity of 7 per cent .....	600,000 00
Bonds guaranteed by State of Va. ....	158,100 00
Bonds, 4th m. registered, due 1873 .....	50,500 00
Bonds, 4th m. coupon, due 1875 .....	14,000 00
Bonds for funding int., due 1876 .....	5,800 00
Bonds, consol. mort. coupon, due 1875 to 1890 .....	1,109,000 00
Bonds, consol. mort. reg., due 1875 to 1890 .....	613,600 00
Bonds to Roanoke Valley R.R. Co., due 1871 to 1876 .....	124,800 00
Bonds for construction, due 1871 to 1876 .....	4,800 00
Transportation to Sept. 30, 1870 .....	9,714,584 78
Bond interest .....	\$10,047 72
Dividends .....	7,983 99
Int. due B. of P. works .....	37,987 01
Bills payable .....	154,370 15
Sundries, per ledger .....	75,003 53
	285,392 41
Total .....	\$16,680,577 19
Increase of capital stock .....	\$2,000,000 00
Railroad and rolling stock .....	4,931,704 53
Transportation and interest to date .....	7,834,362 47
Dividends to date .....	480,123 10
Redemption Fund, State Loan .....	98,908 65
Stocks due and unpaid .....	18,702 50
Piedmont R. R. stock account .....	1,488,500 00
Piedmont R. R. Co's balances due .....	205,269 11
R. and T. River R. R. connection .....	25,953 04
R. Y. and Pot. R. R. connection .....	7,313 02
Sundries, per ledger .....	71,952 67
Cash in banks .....	17,788 10
Total .....	\$16,680,577 19

On February 22, 1867, the Legislature of Virginia passed an act entitled "An Act to authorize the Richmond and Danville Railroad company better to provide for its liabilities by the creation of a new mortgage. A full copy of this act, given below, will enable readers to understand the conditions under which the consolidated mortgage bonds of the company were issued. The text of the act reads as follows:

Whereas, by virtue of an act of the General Assembly, passed the 9th day of February, 1853, entitled an act to provide for the completion of the Richmond and Danville railroad, and for a loan of money to said company, a loan of six hundred thousand dollars was made by the State to the Richmond and Danville Railroad Company, secured by mortgage conveying the net income and property of said company, executed by the President thereof to the Board of Public Works, and bearing date the 19th day of March, 1853, of which said loan a considerable part has been heretofore paid; and whereas the said company has at different times, before and subsequent to the said mortgage, created other incumbrances on its property, some of which remain in part unsatisfied, and it being deemed desirable, as well for the interests of the State as a stockholder therein as to aid the said company in the prompt discharge of its obligations, that the liabilities of the company, other than to the State, should as far as practicable be consolidated under one lien, the property of said company being known to be an ample security for both private and State debt:

1. Be it therefore enacted, That it shall be lawful for the President and Directors of said company to issue the bonds of said company in such a form and at such rate of interest as they may deem expedient, to an amount not exceeding the sum of two millions of dollars, and to secure the payment of the principal and interest of the same by deed of trust or mortgage on all the net tolls and receipts of the company, and all its property, real and personal, for the purpose of meeting the cur-

rent demands against the said company, and of consolidating its entire liabilities by funding its floating debt, and extinguishing, by exchange or purchase, its outstanding bonds now held under previous incumbrances.

2. Be it further enacted, That the mortgage or deed of trust above authorized to be made shall take precedence of, and have priority over the mortgage to the State of Virginia referred to in the preamble to this act; the State hereby waiving her right to enforce satisfaction of the balance of her claim under said last mentioned mortgage, until the amount of all bonds issued under this act shall have been fully paid; and the State hereby consents that such payment may be enforced by a sale of the trust subject according to the terms of the deed or mortgage authorized by this act, should such sale at any time become necessary.

3. This act shall be in force from its passage.

#### PRINCIPAL OFFICIALS OF COMPANY.

President.—A. S. BUFORD.

State Directors.—{ Thomas Alfred Jones.  
William L. Owen.  
William T. Sutherlin.

Stockholding Directors.—{ A. T. Stokes.  
J. M. Edmunds.

Superintendent.—THOMAS DODAMEAD.

Secretary and Auditor.—JOHN D. BLAIR.

Treasurer.—E. A. BARBER.

LEGAL DOMICILE of company, Richmond, Va.

#### Lanesboro and Nineveh Railroad.

The new railroad from Lanesboro and Nineveh, to form a direct line between the Albany and Susquehanna Railroad and the coal fields of the Delaware and Hudson Canal Company, is nearly completed, and already a quantity of the rolling stock to be used upon it has been shipped to Nineveh from Albany. It is reported that the first locomotive will pass over the whole length of the road to-day. The ties on the Albany and Susquehanna Railroad, between Albany and Nineveh, have been prepared for laying the third rail for the narrow gauge line between Montreal and Philadelphia, and before many weeks the line will be completed by laying the rails, which are distributed along the Albany and Susquehanna Railroad, and opening the road between Lanesboro and Scranton. The broad gauge through line to the West, by connecting at this city with the Erie Railway, will be maintained. By its broad gauge and narrow gauge tracks, the Albany and Susquehanna Railroad will be a through line between the East and West and North and South.—*Binghamton Republican*, Aug. 2.

The Commissioners of the Intercolonial Railway have purchased from the contractors for the Eastern Extension Railroad 2 locomotive engines for \$17,000, and 25 platform cars, at a total cost of \$10,000, as well as two first-class passenger cars and one second class car, at a total cost of \$8,150, for use on that part of Eastern Extension Railroad, open between Painsc Junction and Amherst.

The right of way of the New England railway has been taken up from Greenwood furnace to Fort Clinton; and legal process has been begun for acquiring title to the land at the Hudson river for the approach to the Highland Bridge, on the west side, which cannot be had by purchase. On the east side there has been no difficulty in obtaining the right of way from the owners.

The fourth great span of the Connecticut River Bridge at Middletown is completed and will be swung off the falseworks in a few days. The deflection of span No. 3 was but one-eighth of an inch, when the shams were taken out.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,100	128,166	75,871	1,470,653
1868.	64,463	86,937	81,396	96,481	106,835	164,729	259,500	251,832	262,770	29,422	286,562	342,748	2,300,767
1869.	212,604	218,982	291,308	485,048	568,270	556,080	532,657	511,854	608,788	579,642	585,398	467,659	5,670,882
1870.	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,188	828,447	746,800	612,805	5,983,513
1871.	536,498	481,085	580,340	756,250	917,760	807,237	807,238	807,238	807,238	807,238	807,238	807,238	807,238
Chicago and Alton:													
1863.	108,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,910	156,869	153,294	1,673,706	
1864.	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.	280,503	275,283	299,063	258,480	322,278	355,270	335,085	409,251	401,283	357,956	307,919	236,824	3,840,022
1866.	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.	343,550	340,301	384,372	393,654	465,780	466,582	466,582	466,582	466,582	466,582	466,582	466,582	466,582
Chicago and Northwestern:													
1863.	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	608,605	729,759	716,378	563,400	2,811,544
1864.	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,688	754,671	547,842	7,976,499
1865.	523,566	399,917	523,845	637,519	888,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1866.	696,147	574,664	765,398	774,280	895,712	895,658	888,214	1,063,237	1,448,942	1,541,067	1,211,530	879,900	11,632,739
1867.	724,899	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,71
1868.	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1,306,673	1,371,780	1,140,145	845,708	13,355,467
1870.	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,268,282	1,306,338	1,037,984	807,238	1,037,984
1871.	807,238	807,238	807,238	807,238	807,238	807,238	807,238	807,238	807,238	807,238	807,238	807,238	807,238
Cleveland, Col., Cin. and Indianapolis:													
1868.	242,205	236,160	242,509	236,435	198,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.	203,069	226,897	244,182	248,048	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,166	3,273,719
1871.	270,204	266,563	315,149	295,460	281,491	281,491	281,491	281,491	281,491	281,491	281,491	281,491	281,491
Illinois Central:													
1862.	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,836	372,593	359,463	3,445,827
1863.	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028
1864.	327,900	416,588	459,762	423,797	406,373	510,100	423,575	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	643,887	518,088	7,181,208	
1866.	608,056	505,266	505,465	411,605	569,250	567,679	480,626	578,253	511,348	661,971	588,219	504,066	6,546,741
1867.	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,987	921,530	855,401	681,041	7,817,629
1869.	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,283,482
1870.	623,383	661,789	601,226	565,087	684,539	712,647	627,216	899,082	901,235	903,225	811,708	697,511	8,678,958
1871.	639,641	565,416	606,645	588,661	606,446	733,989	714,854	714,854	714,854	714,854	714,854	714,854	714,854
Marietta and Cincinnati:													
1866.	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,718	121,217	124,823	132,387	123,383	1,278,713
1868.	92,423	81,599	98,482	108,461	95,418	95,924	108,413	126,566	121,519	125,065	119,169	121,408	1,294,966
1869.	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	133,531	144,023	141,376	1,418,669
1871.	130,883	126,224	140,740	113,173	119,650	118,572	118,572	118,572	118,572	118,572	118,572	118,572	118,572
Michigan Central:													
1862.	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30,188	3,168,665
1864.	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	406,445	410,802	405,510	376,470	3,970,946
1865.	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866.	282,439	265,796	337,158	343,737	365,196	336,083	324,986	359,646	429,161	434,640	308,669	4,260,115	
1867.	304,096	283,661	375,210	362,783	333,952	284,977	313,021	398,993	406,296	412,934	330,373	4,371,073	
1868.	543,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869.	384,124	320,636	336,527	411,814	403,646	366,623	329,950	473,546	490,772	448,419	374,042	4,744,184	
1870.	337,992	328,129	384,431	412,630	405,283	363,187	326,891	487,990	511,447	453,873	387,827	4,755,958	
1871.	418,755	442,666	441,685	470,703	480,477	480,477	480,477	480,477	480,477	480,477	480,477	480,477	480,477
Milwaukee and St. Paul:													
1867.	319,763	240,755	261,143	316,266	401,900	365,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	565,917	468,880	6,517,646
1869.	454,590	340,400	420,951	468,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	961,366	7,250,069
1870.	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.	396,700	327,431	400,150	483,884	662,367	658,018	481,113	481,113	481,113	481,113	481,113	481,113	481,113
North Missouri:													
1869.	119,721	94,927	136,293	140,184	139,000	150,416	160,						

## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.			Amounts outstanding.	Interest.		
		Rate.	Payable.	When Payable.		Rate.	Payable.	When Payable.
<b>National Securities Aug. 1, 1871.</b>								
Loan of June 14, 1858	registered	\$6,045,000	5 Jan. & July.	1874 105 $\frac{1}{2}$	Maryland—Eastern Shore R. R. Loan	20,131	5 J. A. J. & O.	1890
		18,955,000	5 " " 1874 110	.. — Defense Loan Bonds	3,651,398	6 " " 1883	104 $\frac{1}{2}$	
Loan of February 8, 1861	registered	13,707,000	6 Jan. & July.	1880 116 $\frac{1}{2}$	.. — Southern Relief Bonds	100,000	6 " " 1873	
		4,705,000	6 " " 1880 116 $\frac{1}{2}$	Massachusetts—State Script	324,000	5 Jan. & July.	74 $\frac{1}{2}$ —75	
Oregon War Bonds of March 2, 1861	coupon	945,000	6 Jan. & July.	1881 116 $\frac{1}{2}$	.. —	275,000	5 April & Oct.	73—74
Loan of July 1, and Aug. 3, 1861	registered	124,547,000	6 Jan. & July.	1881 116 $\frac{1}{2}$	.. —	320,000	5 May & Nov.	72—80
		67,733,200	6 " " 1881 116 $\frac{1}{2}$	.. — Union Fund Loans of 1861	133,000	6 June & Dec.	72—77	
Loan of Feb. 25, 1862	(5-20s)	81,418,000	5 May & Nov.	1882 114	.. — of 1863	3,000,000	5 Jan. & July.	71—76
		10,200,000	5 " " 1882 114	.. — Coast Defense Loan	600,000	5 " " 1882	77—78	
Loan of March 3, 1863	registered	53,294,950	6 Jan. & July.	1882 114	.. — Bounty Loan of 1863	883,000	5 " " 1883	
		21,705,050	6 " " 1882 114	.. — of 1864	200,000	5 " " 1883		
Loan of March 3, 1864	(5-20s)	2,519,600	5 May & Nov.	1884 113	.. — (stg.)	4,379,500	5 May & Nov.	98
Loan of June 30, 1864	(5-20s)	42,283,000	5 May & Nov.	1884 113	— War Loan (cur. 5-20 yr.)	4,000,744	5 " " 1894	
		13,133,350	6 " " 1884 114	— Western R. R. Loan, (stg.)	3,505,000	6 Mar. & Sept.	1886 101	
Loan of March 3, 1865	(5-20s)	45,544,450	5 May & Nov.	1884 113	— T. & G. R. R. & Hoosac T. stg.	761,516	5 April & Oct.	1871
		121,095,850	6 " " 1885 114	.. —	5,506,580	5 " " 1885	91 $\frac{1}{2}$ —95	
	2d series (5-20s)	65,419,250	5 Mar. & Sept.	1885 113	.. — Southern Vermont R. R.	963,500	5 " " 1890	
		17,488,900	5 " " 1885 113	.. — Eastern R. R.	200,000	5 " " 1871		
	3d series (5-20s)	89,921,200	6 Jan. & July.	1887 113	.. — Norwich & Worcester	50,000	5 " " 1877	
		237,834,650	6 " " 1887 113	.. — Bos. Hart. & Erie (stg.)	400,000	5 " " 1900		
	4th series (5-20s)	11,914,650	6 Jan. & July.	1888 113	.. — Renewal Loan Bonds	3,599,024	6 " " 1878	
		27,498,500	6 " " 1888 113	.. — Two Million Loan Bonds	160,000	6 " " 1882		
Loan of March 3, 1864	(10-40s)	137,559,150	5 Mar. & Sept.	1888 112	.. — War and Bounty Loan Bonds	1,621,000	7 May & Nov.	1890
		56,980,150	5 " " 1888 112	.. — Sault St. Marie Canal Bonds	478,000	6 Jan. & July.	1879	
Consols of July 14, '70 & Jan. 20, '71	registered	53,400,000	5 F. M. A. & N.	1881	.. — State Building Loan Bonds	86,000	7 Jan. & July.	77—79
		7,340,000	5 " " 1881	.. — Sioux War Loan Bonds	250,000	5 May & Nov.	1872	
Consols	registered	.....	48 F. M. A. & N.	1886	.. — Railroad Loan Bonds	100,000	6 " " 1883	
		.....	48 " " 1886	.. — State Bonds (for banks)	2,275,000	6 " " 1888		
Consols	registered	.....	4 F. M. A. & N.	1901	.. — Interest Bonds of 1868	2,000,000	6 " " 1883	
		.....	4 " " 1901	.. — Railroad Loans	438,000	6 Jan. & July.	1888	
Dem. Cer. of Mar. 2, '87, and July 25, '68 (cur.)	30,300,000	3 " " 1901		.. — South Pacific guar.	2,727,000	6 " " 1888		
Navy Pension Fund of July 23, 1888 (cur.)	14,000,000	3 " " 1901		.. — Hannibal and St. Joseph	13,112,000	6 " " 1876	95 $\frac{1}{2}$	
Certificates of Indebtedness 1870 (cur.)	678,000	4 " " 1875		.. —	1,589,000	7 " " 1879	79	
Pacific R. R. Bonds (currency)	64,618,832	6 Jan. & July.	95—99 115	.. —	3,000,000	6 " " 1883	94 $\frac{1}{2}$	
U. S. Notes and Fractional Currency	395,177,113	nf.						
<b>State Securities, latest dates.</b>								
Alabama—State Bonds (original)	168,000	5 May & Nov.	1872 70					
	(extended)	2,414,800	5 " " 1872 83—86					
	(sterling)	688,000	6 June 1.	1870				
	( " extended)	82,500	6 Jan. & July.	1886				
	( " " )	712,800	5 " " 1886					
	(new)	1,316,700	8 " " 1886 100					
Arkansas—State Bonds (refunded)	3,000,000	6 Jan. & July.	1899 54					
	(Aid R. R.)	3,000,000	7 April & Oct.	1900				
California—Civil Bonds of 1857	2,138,000	7 Jan. & July.	1877 111					
	1860	138,500	7 " " 1880					
	Relief Fund Bonds of 1863	424,500	7 " " 1883					
	Bounty Fund Bonds of 1864	805,000	7 " " 1884					
Connecticut—War Bonds, of 1861, (10-20s)	1,500,000	6 Jan. & July.	81—82					
	of 1863, (20s)	5,927,000	6 " " 1884 100					
	of 1864, (10-20s)	6 " " 1885						
	of 1865, (20s) free	867,500	6 " " 1885					
Florida—State Bonds 1868	300,000	6 Various.	Var.					
	1869	200,000	6 " " 1889					
	Railroad Loans \$16,000 per mile	.....						
Georgia—W. & At. R. R. 1841 to 1844	1,023,000	6 Various.	71—74 84					
	1842 to 1848	273,000	7 " " 72—74 92					
	At. and Gulf R. R. 1858 to 1866	800,000	6 Feb. & Aug.	78—86 84				
	Bonds (Act March 12, 1865)	3,700,000	7 Jan. & July.	1886 98 $\frac{1}{2}$				
Illinois—Interest Bonds of 1847	980,696	6 " " 1886						
	Stock of 1857	134,311	6 " " 1877					
	Refunded Stock Bonds	348,000	6 " " 1879					
	Nominal University Bonds	45,000	6 " " 1880					
	Thornton Loan Bonds	103,000	6 " " 1881					
	War Loan Bonds	416,800	6 " " 1882					
Indiana—State Bonds	204,000	5 May & Nov.	1888					
Iowa—War and Defense Bonds of 1861	300,000	5 Jan. & July.	1881					
Kansas—State Bonds	100,675	6 " " 1881						
	military	1,059,500	6 " " 1882					
Kentucky—State Bonds of 1841—42	913,000	6 " " 1883						
	of 1843	160,000	6 " " 1884					
	military	309,300	6 " " 1885					
Louisiana—Charity Hospital	86,000	5 Mar. & Sept.	1872					
	State Bonds, general	750,000	6 Jan. & July.	1893 71				
	Railroad Bonds	561,000	5 Various.	70—79				
	Levee Bonds 1866	2,052,000	6 " " 1893 69					
	1867	1,000,000	8 Various.	1886				
	1870	4,000,000	8 May & Nov.	1897 70				
	Funded coupons 1866	997,300	8 Mar. & Sept.	1875 85				
	Funded Floating Debt	3,000,000	6 Jan. & July.	1898 62				
	Ship Canal Bonds of 1869	474,000	7 May & Nov.	1910 62				
	Penitentiary Bonds of 1869	500,000	7 Mar. & Sept.	1899				
	N. La. & Tex. R. R. Bonds of 1869	546,000	7 " " 1899					
Maine—State Bonds	301,000	8 April & Oct.	1909					
	War Loan of April 25, 1861	800,000	6 Various.	75—78				
	of Jan. 31, 1863 (cur.)	825,000	6 Mar. & Sept.	1883 101				
	of Mar. 26, 1863 (cur.)	475,000	6 Feb. & Aug.	1883				
	Municipal War Debt assumed (cur.)	2,832,500	6 June & Dec.	1889				
Maryland—Balt. & Ohio R. R. Loans, Stg.	3,084,400	6 April & Oct.	1889					
	converted	2,288,888	5 J. A. J. & O.	1890				
	Ches. & Ohio C. R. Loans, Stg.	449,500	6 " " 1890					
	converted	1,865,335	5 " " 1890					
	of 1884	1,687,345	6 " " 1890					
	Balt. & Susq. R. R. Loans	1,403,146	6 " " 1890					
	289,000	3 " " 1890						
	429,000	6 " " 1890						
	95,420	6 " " 1890						
	773,000	5 " " 1890						
	converted	216,622	5 " " 1890					
Michigan—Eastern Shore R. R. Loan	20,131	5 J. A. J. & O.	1890					
	Defense Loan Bonds	3,651,398	6 " " 1883					
	Southern Relief Bonds	100,000	6 " " 1873					
Massachusetts—State Script	324,000	5 Jan. & July.	74—75					
		275,000	5 April & Oct.	73—74				
		320,000	5 May & Nov.	72—80				
		133,000	6 June & Dec.	72—77				
		3,000,000	6 Jan. & July.	71—76				
Maryland—Renewal Loan Bonds	20,131	5 J. A. J. & O.	1890					
	Two Million Loan Bonds	1,621,000	6 " " 1881					
New Jersey—War Loan of 1861 (free)	478,000	7 May & Nov.	1890					
	War and Bounty Loan Bonds	86,000	6 Jan. & July.	1879				
Minnesota—State Building Loan Bonds	250,000	7 Jan. & July.	77—79					
	Sault St. Marie Canal Bonds	100,000	7 May & Nov.	1888				
Michigan—State Bonds	160,000	6 Mar. & Sept.	1888					
	Two Million Loan Bonds	1,621,000	6 April & Oct.	1871				
Mississippi—State Bonds (for banks)	2,000,000	6 April & Oct.	1871					
Missouri—State Bonds proper	438,000	6 Jan. & July.	1883					
	Interest Bonds of 1868	2,727,000	6 " " 1888					
	Railroad Loans	13,112,000	6 " " 1876					
	South Pacific guar.	1,589,000	7 " " 1879					
	Hannibal and St. Joseph	3,000,000	6 " " 1883					
Nebraska—(No Debt)	500,000	15 Jan. & July.	1872					
New Hampshire—War Loan of July 1, 1861	899,200	6 " " 1875	101 $\frac{1}{2}$					
	.. —	1,000,000	6 Mar. & Sept.	1874				
New Jersey—War Loan of 1861 (free)	1,299,900	6 Jan. & July.	71—74					
	.. —	1,002,900	6 " " 1866					
New York—Bounty Fund Stocks	593,400	6 " " 1872						
	.. — Bonds	1,478,000	7 " " 1881					
	General Fund Stocks	1,089,000	7 " " 1877					
	.. —	1,910,082	6 J. A. J. & O.					
	.. —	800,000	6 " " 1875					
	.. —	348,000	5 " " 1875					
	.. —	900,000	5 " " 1875					
	.. —	2,257,900	6 J. A. J. & O.					
	.. —	5,150,100	6 " " 1872					
	.. —	2,099,000	6 " " 1874					
	.. —	473,000	6 " " 1874					
	.. —	1,106,420	5 " " 1874					
	.. —	4,738,800	6 Jan. & July.	71—71				
	.. —	3,639,400	6 April & Oct.	71—71				
	.. —	2,626,000	6 Jan. & July.	92—92				
	.. —	1,739,000	6 April & Oct.	92—96				
	.. —	1,467,000	6 Jan. & July.	1870				
	.. —	1,284,317	6 " " 1870					
	.. —	1,600,000	6 " " 1875					
	.. —	4,055,329	6 " " 1881					
	.. —	2,400,000	6 " " 1881					
	.. —	366,975	6 May & Nov.	1871				
	.. —	176,156	7 Jan. & July.	74—74				
	.. —	92,850	5 Feb. & Aug.	1872				
	.. —	4,751,300	6 " " 1872					
	.. —	90,400	5 " " 1877					
	.. —	7,890,550	6 " " 1877					
	.. —	726,950	5 " " 1882					
	.. —	9,237,050	6 " " 1882					
	.. —	400,000	6 April & Oct.	1879				
	.. —	2,769,250	6 Feb. & Aug.	1882				
	.. —	334,000	6 Jan. & July.	1882				
	.. —	3,377,000	6 Feb. & Aug.	1877				
	.. —	112,00						

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna*. <sup>100</sup>	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven. <sup>100</sup>	4,796,925	J. A. J. & O.	July '71 3	Portl., Saco & Portmanth. <sup>100</sup>	\$1,500,000	J. & D.	Jun. '71 5
American Central*. <sup>100</sup>	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph. <sup>100</sup>	4,151,700	Do.	Aug '70 3	Forts., Fallis & Conway. <sup>100</sup>	170,000	J. & J.	July '71 4
Atlanta and West Point*. <sup>100</sup>	1,232,200	J. & J.	July '70 4	Do. <sup>go pref.</sup> <sup>100</sup>	5,078,224	Do.	Aug. '70 7	Providence & Worcester. <sup>100</sup>	2,000,000	J. & J.	July '71 5
Atlanta & N. Carolina*. <sup>100</sup>	5,545,225	Do.	Do.	Hanover Branch, Pa. <sup>50</sup>	116,850	M. & N.	May '71 5	Raleigh and Gaston.	Do.	Do.	July '71 6
Atlantic & Gt. Western*. <sup>50</sup>	26,879,923	Do.	Do.	Housatonic. <sup>100</sup>	820,000	Do.	Do.	Rensselaer and Saratoga. <sup>100</sup>	6,000,000	A. & O.	Oct. '70 3
" " " " pref. 50	1,919,000	M. & S.	Mar. '71 1	" pref. <sup>Top</sup> <sup>100</sup>	1,180,000	J. & J.	July '71 4	Richmond and Danville. <sup>100</sup>	4,000,000	Do.	Do.
Atlantic & St. Lawrence*. <sup>100</sup>	2,494,900	M. & S.	Mar. '71 1	Huntingdon & B'd Top. <sup>50</sup>	615,950	Do.	Do.	Richmond and Peters. <sup>100</sup>	847,100	Do.	Do.
Augusta and Savannah*. <sup>100</sup>	733,700	J. & J.	Jan. '70 8	Do. <sup>pref.</sup> <sup>212,350</sup>	Do.	J. & J.	Jun. '71 3	Kich, Fred. and Potomac. <sup>100</sup>	1,041,800	Do.	Do.
Baltimore and Ohio*. <sup>100</sup>	13,151,962	A. & O.	Apr. '71 4	Illinois Central. <sup>100</sup>	25,280,240	J. & J.	Aug. '71 6	Rockport.	88,400	Do.	Do.
Do. Washington Br. <sup>100</sup>	1,650,000	A. & O.	Apr. '71 6	Indians, Cin. & Lafay. <sup>50</sup>	6,185,897	M. & S.	Aug. '71 6	Rome, Watert. and Og'n'b. <sup>100</sup>	2,998,900	J. & J.	July '71 4
Baltimore City Passenger*. <sup>100</sup>	670,000	J. & J.	July '71 4	Jefferson, Mad. & Ind. <sup>100</sup>	2,000,000	J. & J.	Jan. '65 5	Rutland preferred.	1,831,400	F. & A.	Aug '71 8
Bay de Nocet & Marq. <sup>100</sup>	1,254,840	A. & O.	Apr. '71 8	Joliet and Chicago*. <sup>100</sup>	1,500,000	J. A. J. & O.	July '71 12	S. L. Alt. and T. Haute. <sup>100</sup>	2,300,000	Do.	Do.
Belvidere Delaware*. <sup>100</sup>	965,800	Do.	Do.	Joliet & North, Indiana*. <sup>100</sup>	300,000	J. & J.	July '71 4	S. L. Jack'n'v. and Chic'o. <sup>100</sup>	2,478,750	Do.	Do.
Berkshire*. <sup>100</sup>	600,000	J. A. J. & O.	Jun. '71 2	Lake Shore & Mich. So. <sup>100</sup>	35,000,000	F. & A.	Aug. '71 4	Sandusky and Cincinnati. <sup>100</sup>	2,089,000	Do.	Do.
Blossburg & Corning*. <sup>80</sup>	256,000	J. & D.	May '71 5	" " " " guar. <sup>100</sup>	633,500	Do.	Aug. '71 4	Sandusky and Cincinnati. <sup>100</sup>	445,596	M. & N.	May '71 3
Boston and Albany*. <sup>100</sup>	19,150,800	M. & N.	Do.	Lackawanna & Bloomsb. <sup>50</sup>	1,325,000	J. & J.	July '71 3	Sandusky and Cincinnati. <sup>100</sup>	905,222	Do.	Do.
Boston and Chelsea*. <sup>100</sup>	110,000	A. & O.	Apr. '71 4	Leeds and Farmington*. <sup>100</sup>	50,000	J. & J.	Jan. '67 6	Sandusky and Cincinnati. <sup>100</sup>	1,289,150	Do.	Do.
Boston, Concord & Mont. 100	465,900	Do.	Do.	Lehigh and Mahanoy. <sup>50</sup>	20,158,566	J. & J.	July '71 3	Savannah and Charleston. <sup>100</sup>	1,000,000	Do.	Do.
Do. do. pref. 100	1,340,400	M. & N.	May '71 3	Lehigh and Susquehanna. <sup>50</sup>	8,739,800	M. & N.	Aug. '71 6	Schuykill and Susqueh'a. <sup>50</sup>	203,757	J. & J.	July '71 6
Boston and Lowell. <sup>500</sup>	2,215,000	J. & J.	July '71 4	Lehigh Valley. <sup>50</sup>	17,716,400	J. A. J. & O.	July '71 2	Second and Third St. (Ph.). <sup>50</sup>	576,050	J. & J.	Jan. '71 2
Boston and Maine*. <sup>100</sup>	4,471,275	J. & J.	July '71 5	Lehigh Luzerne. <sup>50</sup>	34,665	Do.	Jan. '69 4	Schuykill Valley. <sup>50</sup>	868,200	M. & N.	Nov. '70 4
Boston and Providence*. <sup>100</sup>	3,700,000	J. & D.	June '71 5	Little Miami. <sup>50</sup>	3,572,400	M. J. S. D.	June '71 2	Second Avenue (N. Y.). <sup>100</sup>	670,000	Do.	July '70 2
Broadway (South Boston) <sup>50</sup>	400,000	J. A. J. O.	July '71 2	Little Schuykill. <sup>50</sup>	2,646,100	J. & J.	July '71 3	17th & 19th streets (Ph.). <sup>50</sup>	130,000	Do.	Dec. '70 2
Broadwy & 7th Av. (N. Y.) <sup>100</sup>	2,100,000	J. & D.	June '70 3	Lomb and South St. (Ph.). <sup>25</sup>	90,000	Do.	Do.	Shamokin V. and Pottav. <sup>50</sup>	869,450	F. & A.	Feb. '71 3
Brooklyn City*. <sup>100</sup>	1,000,000	F. M. A. N.	May '71 3	Long Island. <sup>50</sup>	50,000	F. M. A. N.	Aug. '66 2	Shore Line. <sup>100</sup>	636,200	J. & J.	Jul. '71 3
Brooklyn City & New'tn. <sup>100</sup>	393,800	Do.	July '70 3	Louisv., Cin. and Lex. <sup>50</sup>	1,623,482	J. & J.	Jun. '69 3	Sixth Avenue (N. Y.). <sup>100</sup>	750,000	M. & N.	May '70 3
Buffalo, Bradford & Pitt. <sup>100</sup>	1,100,000	Do.	Do.	Lowell and Lawrence. <sup>100</sup>	848,700	F. & A.	Feb. '71 4	Somerville. <sup>100</sup>	5,818,275	Do.	Do.
Buff., New York & Erie*. <sup>100</sup>	960,000	M. & N.	May '71 3	Lowell Horse. <sup>100</sup>	2,800,000	A. & O.	Apr. '71 3	South Shore. <sup>100</sup>	259,985	F. & A.	Feb. '71 4
Buffalo and Erie*. <sup>100</sup>	500,000	F. & A.	Aug. '70 4	Macon and Western. <sup>100</sup>	2,500,000	J. & J.	Jan. '70 3	South Western, Georgia. <sup>100</sup>	3,939,900	J. & J.	Jul. '68 3
Burlington and Mo. Riv. <sup>100</sup>	1,237,000	Do.	Mar. '71 3	Mahanoy & B'd Mount. <sup>50</sup>	1,876,915	J. & J.	July '71 5	Staten Island. <sup>100</sup>	660,000	J. & J.	Jul. '67 4
Burlington and Mo. Riv. <sup>100</sup>	333,000	J. & D.	Aug. '71 3	Maline Central. <sup>100</sup>	3,400,500	M. & N.	May '71 5	Stockbridge & Pittsfield. <sup>100</sup>	443,700	M. & N.	May '70 3
Cambridge Horse (Bost'n) <sup>100</sup>	77,800	A. & O.	Do.	Manchester & Lawrence. <sup>100</sup>	1,000,000	Do.	Do.	Summit Branch. <sup>100</sup>	250,000	F. & A.	Aug '71 3
Camden and Amboy*. <sup>100</sup>	5,847,800	F. & A.	Aug. '71 3	Marietta & Cincinnati. <sup>100</sup>	2,029,778	M. & N.	May '71 5	Syr., Bingham. and N. Y. <sup>100</sup>	1,314,130	J. & D.	July '71 4
Camden and Atlantic*. <sup>50</sup>	377,100	Do.	Do.	May '71 3	8,130,719	M. & N.	Sep. '66 3	Taunton Branch. <sup>100</sup>	400,000	Do.	Do.
Camden and Atlantic*. <sup>50</sup>	753,69	Do.	Do.	" " " " 24 pref. <sup>50</sup>	4,460,368	M. & N.	Sep. '66 3	Tennessee and Alabama. <sup>100</sup>	595,922	Do.	Do.
Camden & Burlington Co. <sup>100</sup>	331,000	Do.	July '69 3	Massawippi. <sup>100</sup>	400,000	F. & A.	Dec. '70 3	Terre Haute and Indiana. <sup>50</sup>	1,988,150	J. & J.	July '71 6
Cape Cod*. <sup>90</sup>	915,577	J. & J.	July '71 2	Memphis and Charleston. <sup>100</sup>	5,312,726	Do.	Do.	Third Avenue (N. Y.). <sup>100</sup>	1,750,000	Do.	May '70
Cape May and Millville*. <sup>50</sup>	447,000	J. & D.	June '71 3	Memphis and Ohio. <sup>100</sup>	570,000	Do.	Do.	Thirteenth and Fif. (Ph.). <sup>50</sup>	1,700,000	J. & J.	July '71 2
Catawissa, pref. <sup>50</sup>	1,159,500	Do.	Do.	Metropolitan (Boston). <sup>100</sup>	1,250,000	J. & J.	July '71 5	Tol., Peoria and Warsaw. <sup>100</sup>	2,700,000	J. & D.	January, 1870, 114
Cayuga & Susquehanna*. <sup>50</sup>	2,200,000	M. & N.	May '71 3	Michigan Central. <sup>100</sup>	13,225,848	J. & J.	July '71 5	" (E. D.) pref. 100	1,700,000	Do.	Do.
Cayuga & Susquehanna*. <sup>50</sup>	689,110	J. & J.	July '71 4	Middleboro' and Taunton. <sup>100</sup>	149,029	J. & D.	Dec. '70 2	" (W. D.) pref. 100	1,300,000	Do.	Do.
Cedar Rapids & Mo. pref. <sup>100</sup>	755,000	M. & N.	May '71 3	Middlesex (Boston). <sup>100</sup>	400,000	A. & O.	Apr. '71 3	Tol., Wabash and West. <sup>100</sup>	14,700,000	Do.	Do.
Central of Georgia*. <sup>100</sup>	4,666,300	J. & J.	July '70 5	Mill Creek and Minehi. <sup>50</sup>	323,375	J. & J.	July '71 1	" pref. 100	1,000,000	M. & N.	May '70 3
Central of New Jersey*. <sup>100</sup>	15,000,000	J. & J.	June '71 3	Milvili and Glassboro. <sup>100</sup>	405,020	F. & A.	Feb. '70 5	Troy and Boston. <sup>100</sup>	607,111	Do.	Do.
Central Ohio*. <sup>100</sup>	2,425,000	J. & D.	Jun. '71 2	Milw., St. Paul. <sup>100</sup>	11,422,664	Do.	Dec. '70 7	Troy and Greenbush*. <sup>100</sup>	274,400	J. & D.	Jun '71 3
Can. Park, N. & E. River. <sup>100</sup>	400,000	J. & D.	Oct. '71 2	Mobile and Ohio. <sup>100</sup>	4,024,903	J. & J.	Dec. '70 7	Union Transport'n (Bos.). <sup>100</sup>	200,000	M. & N.	Nov. '70 4
Chesomung*. <sup>100</sup>	380,000	J. A. J. & O.	July '71 2	Montgomery & W. Point. <sup>100</sup>	3,856,450	J. & J.	July 18	Union (Phila.). <sup>100</sup>	291,475	J. & J.	July '71 1
Cheshire, preferred*. <sup>100</sup>	2,085,925	Do.	Sept. '71 5	Morris and Es. <sup>50</sup>	1,644,100	J. & D.	Dec. '67 4	Utica and Black River. <sup>100</sup>	1,682,000	J. & J.	July '70 3
Chicago and Alton*. <sup>100</sup>	8,925,500	M. & S.	Sept. '71 5	Morris and Es. <sup>50</sup>	61,900,950	J. & D.	Jun. '71 3	Vermont and Canada. <sup>100</sup>	2,500,000	J. & J.	June '71 4
Chicago and Alton*. <sup>100</sup>	2,425,400	M. & S.	Sept. '71 5	Mt. Carbon & I't. Carbon*. <sup>50</sup>	282,830	J. & J.	July 14	Vermont Central. <sup>100</sup>	5,000,000	Do.	Do.
Chicago, Burl. & Quincy*. <sup>100</sup>	16,590,210	M. & S.	July '71 5	Nashua and Lowell. <sup>100</sup>	720,000	M. & N.	May '71 5	Vicksburg and Meridian. <sup>100</sup>	357,405	J. & J.	July '71 2
Chicago, Iow. & Nebras. <sup>100</sup>	1,000,000	J. & J.	Do.	Naugatuck. <sup>100</sup>	2,056,544	J. & J.	July 18	Virginia Central. <sup>100</sup>	2,353,679	Do.	Do.
Chicago and Milwaukee*. <sup>100</sup>	2,527,000	J. & J.	Do.	New Bedford & Taunton. <sup>100</sup>	1,813,000	F. & A.	Dec. '70 5	Virginia and Tennessee. <sup>100</sup>	3,506,300	Do.	Do.
Chicago & N. Western*. <sup>100</sup>	14,675,629	J. & D.	June '71 5	New Haven & N. London. <sup>100</sup>	500,000	A. & O.	Apr. '71 4	Western Union. <sup>100</sup>	2,707,693	Do.	Do.
Chicago, R. I. & Pacific*. <sup>100</sup>	17,000,000	A. & O.	Do.	New Haven & Northampton. <sup>100</sup>	1,800,000	J. & J.	July '71 4	West Jersey. <sup>100</sup>	1,209,000	F. & A.	Dec. '70 5
Cin. Ham. & Dayton*. <sup>100</sup>	3,500,000	A. & O.	Do.	New York & New Haven. <sup>100</sup>	9,000,000	J. & J.	Jan. '68 3	West Philadelphia. <sup>100</sup>	249,100	J. & J.	July '71 5
Cincinnati City Passenger*. <sup>100</sup>	1,000,000	J. & N.	Do.	New London Northern. <sup>100</sup>	1,003,500	J. & J.	Aug. '71 2	Wilm. and Weldon. <sup>100</sup>	1,463,175	Do.	Do.
Cin. Sand & Clev. pref. <sup>50</sup>	423,846	M. & N.	May '71 3	N.Y. Central & Hudson R. <sup>100</sup>	45,000,000	A. & O.	Dec. '70 4	Winchester and Potowm. <sup>100</sup>	1,547,650	J. & J.	Jan. '71 3
Citizens' Passenger (Phila.). <sup>100</sup>	192,750	J. & J.	July '71 2	" Certificates. <sup>100</sup>	44,428,330	A. & O.	Apr. '71 4	Warren. <sup>100</sup>	1,400,555	J. & J.	July '71 5
Coney Island & Brooklyn*. <sup>100</sup>	500,000	F. & A.	Aug. '71 3	Do.	1,500,000	J. & J.	July '71 4	Worcester and Nashua. <sup>75</sup>	76	Do.	Do.
Cleveland & Mahon*. <sup>50</sup>	2,056,750	M. & N.	May '71 3	Do.	1,500,000	J. & J.	July '71 4	CANALS.	Do.	Do.	Do.
Cleveland and Pittsburgh*. <sup>100</sup>	7,494,588	F. M. A. N.	Aug. '71 2	Do.	1,500,000	J. & J.	July '71 3	Chesapeake and Delaware. <sup>50</sup>	1,983,563	J. & D.	June '71 8
Cleveland and Toledo*. <sup>50</sup>	8,000,000	F. & A.	Aug. '71 4	Do.	1,500,000	J. & J.	July '71 3	Chesapeake and Ohio. <sup>25</sup>	8,228,695	Do.	Do.
Columbus and Xenia*. <sup>100</sup>	1,786,800	M. J. S. D.	Jun. '71 2	Do.	1,500,000	J. & J.	July '71 3	Delaware Division. <sup>50</sup>	1,633,350	F. & A.	Aug. '71 4
Concord & Ports., guar. <sup>100</sup>	350,000	M. & N.	July '71 3	Do.	1,500,000	J. & J.	July '71 3	Delaware and Hudson. <sup>100</sup>	15,000,000	F. & A.	Aug. '71 5
Concord & Ports., guar. <sup>100</sup>	2,095,000	Do.	Do.	Do.	1,500,000	M. & N.	May '71 3	Delaware and Raritan. <sup>100</sup>	5,847,677	F. & A.	Aug. '71 3
D. Doek, E. B'dw. & Bat. <sup>100</sup>	1,300,000	F. M. A. N.</td									

## AMERICAN RAILROAD JOURNAL.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Description of Bonds.	Amount.	Rate.	Interest Payable.	
			When.	Where.				When.	Where.
Adirondack: /									
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....			
Alabama and Chattanooga: /									
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg: /		
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7 Jan. & July.
Alabama and Georgia: /							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7 "
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Buffalo, New York and Erie: /		
Albany and Susq. (D. & H. Canal): /							1st Mortgage.....	2,000,000	7 June & Dec.
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	380,000	7 May & Nov.
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	95	Burlington, Cedar Rapids & Minn.: /		
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	1st Mortgage conv. & skg'd. gold	20,000pm	7* May & Nov.
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Burlington and Missouri River: /		
Allegheny Valley: /							Stock Bonds redeem. in pref. st'k	600,000	7 Jan. & July.
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	95	Stock Bonds	1,999,350	8 " " "
1st Mortgage, Eastern Ex.....	45,000	7	....	....	....	....	Stock Bonds conv. into com. st'k	1,250,000	8 April & Oct.
Special Bonds to State of Penn.	3,500,000	5	....	....	....	....	Stock Bonds	1,246,800	8 Jan. & July.
American Central (C. B. & Q.): /							1st Mort. (Branch) bonds.....	900,000	8 " " "
1st Mortgage, traffic guar. 1868.....	800,000	8	Jan. & July.	New York.	1878	....	1st Mortgage land grant inconv.	5,000,020	7 April & Oct.
Androscoggin: /							Burlington & Mo. Riv. in Neb.: /		
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	1st Mort. for \$5,000,000, conv.	3,360,000	8 Jan. & July.
Androsc. & Kennebec (Maine C.): /							California Pacific: /		
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	1890-91	86	1st Mortgage, sinking fund.....	2,250,030	7 Jan. & July.
Atchison, Topeka and Santa Fe: /							Camden and Amboy: /		
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	85	Sterling Bonds, £238,600 @ 4.5%	1,396,824	6* April & Oct.
Atlanta and Richmond Air Line: /							Dollar Loan of 1875.....	675,000	6 " " "
1st Mortgage tax free, 1870...gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Dollar Loan of 1883.....	1,700,000	6 Feb. & Aug.
Atlantic and Great Western: /							Dollar Loan of 1889.....	866,000	6 March & Sept.
1st Mortgage (N. Y. Penn. & O.):	8,612,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Consolidated Loan.....	4,929,200	6 June & Dec.
2d Mortgage (N. Y. Penn. & Ohio).....	3,908,000	7*	"	"	'81-'83	....	Sterling (United Co's) Loan.....	1,846,000	6 March & Sept.
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	Dollar (United Co's) Loan.....	154,000	6 " " "
Atlantic and Gulf: /							Camden and Atlantic: /		
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1863.....	400,000	7 Jan. & July.
Atlantic, Mississippi and Ohio: /							2d Mortgage of 1854.....	500,000	7 April & Oct.
1st Mortgage on whole line.....	15,000pm	....	....	....	....	....	Camden and Burlington County: /		
Atlantic and North Carolina: /							1st Mortgage of 1865.....	308,000	6 Feb. & Aug.
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.): /		
Atlantic and Pacific: /							1st Mortgage guar. and free tax..	600,000	8 May & Nov.
Land Mort. (500,000 acres)...gold	3,000,000	6*	Jan. & July.	New York.	1888	....	Cataswissa: /		
1st Mortgage (So. Pacific)...gold	7,250,000	6*	"	"	1888	....	1st Mortgage.....	232,000	7 Feb. & Aug.
Atlantic and St. Lawrence: /							Cedar Falls and Minnesota R. I. C.: /		
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7 April & Oct.
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7 Jan. & July.
2d Mortgage, sterling.....	885,500	6	"	London.	1884	....	Cedar Rapids & Mo. Riv. (C & NW): /		
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage Land Grant.....	8,617,000	7 April & Oct.
Bald Eagle Valley (Penn. R. R.): /							Central Branch Union Pacific: /		
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6 May & Nov.
2d Mortgage.....	100,000	7	"	"	1884	....	2d Mortgage Governm't subsidy.....	1,600,000	6 Jan. & July.
Baltimore and Ohio: /							Central of Georgia: /		
Loan of 1865, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1876	95	1st Mortgage.....	789,000	7 March & Sept.
Loan of 1866.....	579,500	6	"	"	1880	96	Central of Iowa: /		
Loan of 1868.....	1,710,500	6	April & Oct.	"	1885	96	1st Mort. conv. & tax free...gold	16,000pm	7 Jan. & July.
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1896	....	2d Mortgage.....	254,000	7 May & Nov.
Loan of 1883 (Baltimore) skg fd. ....	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	New Loan for \$5,000,000.....	2,837,000	7 Feb. & Aug.
Baltimore and Potomac: /							Central Ohio (B. & O.): /		
1st Mort. of '69 for \$3,000,000 g'd.....	6*	Jan. & July.	New York.	1899	....	1st Mortgage guaranteed.....	2,500,000	6 March & Sept.	
Bangor and Piscataquis: /							Central Pacific of California: /		
1st Mortgage (Bangor) loan.....	580,000	6	April & Oct.	Bangor.	1890	....	1st Mortgage.....	26,010,000	6* Jan. & July.
Barclay Coal: /							Subordinate Loan (Int. by State).....	1,600,000	7* " " "
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Convertible bonds.....	1,500,000	7* " " "
Bay City and East Saginaw: /							Income bonds.....	10,000,000	....
1st Mort. guar. by F. & P. M. R. Co. ....	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte and Savannah: /		
Bay de Noquet and Marquette: /							1st Mortgage guar. by S. Car. ....	505,000	6 May & Nov.
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	Charlotte, Columbia & Augusta: /		
Belfast and Moosehead Lake: /							1st Mort. (Char. & S. Car. 110 m.)	71,000	7 Jan. & July.
1st Mort. guar. by M. C. Co. gold.....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Col. & Aug. 85 m.)	371,500	7 " " "
Bellefontaine & Ind. (C. C. C. & Ind.): /							1st Mortgage (consol. 195 m.).....	756,000	7 " " "
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	Cheraw and Darlington: /		
Bellefonte and Snow Shoe: /							1st Mortgage.....	500,000	7 April & Oct.
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	2d Mortgage.....	75,000	7 Jan. & July.
Beloit and Madison (C. & N. W.): /							Charley Valley, Sharon & Albany: /		
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	300,000	7 June & Dec.
Belvidere Delaware: /							Chesapeake and Ohio: /		
1st Mortgage (guaranteed by 2d Mortgage { Camden and }	1,000,000	6	June & Dec.	New York.	1877	....	Consol. sinkg fund, gold (428 m.)	15,000,000	6* May & Nov.
3d Mortgage { Amboy. }	499,500	6	March & Sept.	Princeton.	1885	....	1st Mort. (Va. Cen. RR. 205 m.)	100,000	6 Jan. & July.
Blue Ridge, (S. Car.): /					6 Feb. & Aug.	85	2d Mort. ( " " " )	186,500	6 " " "
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	3d Mort. ( " " " )	201,000	6 " " "
Boston, Clinton and Fitchburg: /							Income.....	300,000	8 " " "
1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	....	Cheshire: /		
Equalization or consol. bonds.....	248,000	6	"	"	....		Plain bonds.....	771,000	6 Jan. & July.
2d Mortgage of 1869-'70.....	182,500	7	"	"	....		Chester Creek: /		
Boston, Concord and Montreal: /					69-'90	....	1st Mortgage.....	185,000	6 Jan. & July.
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....	Chester & Chicago Br. Junction: /		
2d Mort. conv. (1st M. on 224 m.)	150,000	6	Jan. & July.	Boston.	1870	....	1st Mortgage sinking fund.....	1,000,000	10 May & Nov.
2d Mort. conv. (1st M. on 224 m.)	200,000	7	"	New York.	1870	....	Chester and Tamaroa: /		
Sinking Fund Mortgage.....	624,000	6	"	Boston.	1889	....	1st Mortgage.....	660,000	7* May & Nov.
Boston, Hartford and Erie: /							1st Mortgage.....	500,000	7 May & Nov.
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	1st Mortgage, pref. sinking fund.	308,000	7 May & Nov.
1st Mortgage (new) for \$20,000,000.....	14,000,000	7	Jan. & July.	New York.	1899	....	1st Mortgage.....	2,400,000	7 Jan. & July.
3,000,000	7	"	"	"	1899	....	2d Mortgage.....	1,100,000	7 April & Oct.
Boston and Lowell: /							2d Mortgage Income.....	....	....
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Chicago, Burlington and Quincy: /		
Scrip certificates.....	380,000	3	January.	"	1873	....	Trust Mortgage skg fund.....	2,376,000	8 Jan. & July.
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	....	Trust Mortgage, skg fund conv. ....	150,000	8 " " "
Brunswick and Albany: /							Trust Mortgage.....	400,000	7 April & Oct.
1st Mort. endorsed by Ga...gold	3,630,000	6*	April & Oct.	New York.	1908	....	2d Mort. (4 p.c. after Jul. '75) gold	941,000	4* July.
2d Mort. sinking fund....gold	2,350,000	7*	"	"	1893	....	500,000	8 Jan. & July.	
Buffalo, Bradford and Pittsburg: /							American Cen. R.R. (57 m.) guar.	600,000	8 May & Nov.
1st Mortgage guar. by Erie.....	580,000	7	Jan. & July.	New York.	1896	....	Carthage & Burl. R.R. (30 m.) guar.	600,000	8 Jan. & July.
Buffalo and Erie (L. Sh. & M. So.): /							Dix. Peo. & Han. R.R. (45 m.) guar.	600,000	8 " " "
Bonds of Buff. and State Line.....	100,000	7	May & Nov.	New York.	1873	....	Illinois Gr. Trunk RR (44 m.) guar.	960,000	8 April & Oct.
Bonds of Buff. and State Line.....	200,000	7	Jan. & July.	"	1882	....	Keokuk & St. Paul (424 m.) guar.	1,000,000	8 " " "
Bonds of Erie and Northeast.....	300,000	7	March & Sept.	"	1886	....	Ott., Osw. & Fox R.R. (70 m.)	1,260,000	8 Jan. & July.
Consol. bonds of April 1, 1868.....	3,000,000	7	April & Oct.	"	1898	....	Peoria & Hannib. R.R. (314 m.) guar.	600,000	8 " " "
							Quincy & War. R.R. (40 m.) guar.	800,000	8 " " "
							Chicago and Great Eastern: /		
							1st Mortgage.....	400,000	7 April & Oct.
							Construction Bonds.....	300,000	7 Jan. & July.
							Income Bonds.....	....	....

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Chicago, Cincinnati and Louisv.:						Columbus and Hocking Valley:					
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897
Chicago, Danville and Vincennes:						2d Mortgage.....	118,000	7	Jan. & July.	" "	1890
1st Mortgage S. F. .... gold	2,500,000	7*	April & Oct.	New York.	1890	Columbus, Springfield and Cln.:					
Chicago, Dubuque & Minnesota:						1st Mortgage for \$1,000,000.....					
1st Mortgage guaranteed.....	26,000pm	7	April & Oct.	New York.	1901	Columbus and Xenia:					
Chicago and Illinois Southern:						1st Mortgage.....	302,000	6	March & Sept.	New York.	1890
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	Concord and Claremont:					
Chicago, Iowa and Nebraska:						1st and 2d Mortgage.....	374,000	6		Boston.	Due.
2d (now 1st) Mortgage guar.....	891,700	7	Jan. & July.	New York.	1880	Connecticut and Passumpsic Riv.:					
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	1st Mortgage skg. fund, 1856.....	475,000	6	June & Dec.	Boston.	1876
Chicago & Milwaukee (C. & N.W.):						Notes payable, coupon tax free.....	481,000	7	" "	"	1876
1st Mortgage on 46 miles guar.....	397,000	7	May & Nov.	New York.	1874	Connecticut River:					
1st Mortgage (consol.) \$5 m. guar.	1,129,000	7	Jan. & July.	"	1898	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878
Chicago and Northwestern:						1st Mortgage.....	81,500	7		Hartford.	18-
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	1st Mortgage.....					
Interest (f'ded coup. b'ds) (193m.).	755,000	7	May & Nov.	"	1883	1st Mortgage.....					
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	"	1885	Connecting (Philadelphia):	1,000,000	6	March & Sept.	Philadelphia.	1890
1st Mortgage, Appleton Ext. ....	184,000	7	"	"	1885	1st Mortgage.....	30,000	6		Boston.	18-
1st Mortgage, Green Bay Ext. ....	300,000	7	"	"	1885	Contoocook River:					
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	1st Mortgage.....					
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1882	Cooperstown and Susq. Valley:	100,000	7	Jan. & July.	New York.	1889
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	"	1875	1st Mortgaze.....					
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	"	1884	Coun. Bluffs & St. Jo. (K. C. y. St. J.)	500,000	7	Jan. & July.	New York.	1880
1st Mort. (Elgin and State Line). ....	138,000	7	"	"	1878	1st Mortgage.....	150,000	10	" "	"	1872
1st Mortgage (Peninsula). ....	865,000	7	March & Sept.	"	1898	2d Mortgage.....					
Consol. skg fund Mort. (\$800 m.).	2,077,000	7	May & Nov.	"	1915	Covington and Lexington (Ky. Cen.):	123,000	7	March & Sept.	New York.	1872
Equipment Mortgage.....	825,000	10	"	"	1871	1st Mortgage March 1852.....	844,000	7	"	"	1883
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1874	2d Mortgage March 1863.....	237,000	7	June & Dec.	"	1885
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	"	1870	3d Mortgage June 1865.....					
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	Cumberland Coal and Iron:	803,500	6	March & Sept.	New York.	1891
3d Mort. (" ") 40m.	10,500	7	June & Dec.	"	1898	1st Mortgage of March 1866.....	770,000	6	May & Nov.	"	1888
1st Mort. (Chi. & Mil. R. W.) 85m.	1,129,000	7	Jan. & July.	"	1898	2d Mortgage of May 1, 1868.....	98,600	6	June & Dec.	"	1881
1st Mort. (Bel. & Mad. R. R.) 46m.	354,000	7	"	"	1888	1st Mort. (George's Cr.) assumed.....					
Chicago & Mich. Lake Shore:						Cumberland Valley:					
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904
Chicago, Pekin & Southwestern:						2d Mortgage.....	109,500	8	" "	"	1908
1st Mortgage..... gold	25,000pm	7	Jan. & July.	New York.	1891	Plain bonds.....	81,800	8	Jan. & July.	"	1884
Chicago, Rock Island and Pacific:						Danbury and Norwalk:					
1st Mortgage (consol.). ....	8,000,000	7	Jan. & July.	New York.	1896	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880
Chi. & Southwes.(N.C., R.I. & Pac.):						1st Mortgage of 1867.....	200,000	7	" "	"	1890
1st Mort. guar. and tax free, gold	5,000,000	7	May & Nov.	New York.	1889	Danv., Hazleton & Wilkesbarre:					
Chilleoth & Brunswick (N.M.):						1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890
Cincinnati, & Balt. (Mar. & Cin.):						Davenport and St. Paul:					
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18-	Dayton and Michigan:					
Cincinnati, Hamilton and Dayton:						1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	2d Mortgage.....	642,000	7	March & Sept.	"	1879
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	3d Mortgage.....	700,000	7	April & Oct.	"	1888
3d Mortgage of 1867, skg fund. ....	282,000	7	June & Dec.	"	1877	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871
Cinc. and Indiana (C. Laf. & Chi.):						Dayton and Union:					
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1877	2d Mortgage.....	135,000	6	June & Dec.	"	1879
Cincinnati and Indianapolis Junc.:						Income Bonds.....	252,445	6	" "	"	1879
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	Dayton and Western:					
2d Mortgage.....	800,000	7	March & Sept.	"	1893	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	"	1894	1st Mortgage.....	433,000	6	" "	"	1905
Cincinnati, Lafayette and Chi.:						Decatur, Sullivan and Mattoon:	2,700,000	7	Jan. & July.	New York.	1890
1st Mortgage..... gold	20,000pm	7	March & Sept.	New York.	1901	1st Mortgage.....					
Cin. and Martinsville (C. & Laf.):						Delaware:					
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875
Cincinnati, Richmond & Chicago:						Delaware State Loan.....	170,000	6	" "	"	1876
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1895	Guaranteed Bonds.....	100,000	6	" "	"	1875
2d Mortgage.....	65,000	7	"	"		Exten. (Stampf. to Delmer) bonds.....	100,000	6	" "	"	1880
Cincinnati, Sandusky and Clev.:						Delaware, Lackawann. & Western:					
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871
1st Mort. (San. Day. and Cin.):	988,000	6	Feb. & Aug.	Boston.	1900	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875
1st Mort. (San. City and Ind.):	350,000	7	March & Sept.	"	1877	2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881
Cincinnati and Zanesville:						Denver Pacific:					
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	1st Mortgage (Land grant)....gold	2,500,000	7	May & Nov.	New York.	1897
Clev., Col. and Cinc. (C. C. & I.):						Des Moines Valley:					
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	1871	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877
Clev., Col., Cin., Indianapolis:						1st Mortgage Land grant.....	4,690,000	8	" "	"	1898
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	Income Bonds.....	462,000	7	Jan. & July.	"	1884
1st Mort. (C. & C. R. R.):	365,000	7	June & Dec.	"	1874	Detroit, Hillsdale and Indiana:					
1st Mort. (Buff. and Ind. R. R.):	646,000	7	Jan. & July.	"	1874	1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890
Cleveland and Mahoning:						2d Mortgage, Lansing & L. Michigan:					
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890
3d Mortgage sinking fund.....	664,500	8	March & Sept.	"	1876	1st Mortgage Ionia and Lansing:	770,000	8	Jan. & July.	"	1879
1st Mort. (Hubbard Br.) skg f'd.	117,600	7	Jan. & July.	"	1881	2d Mortgage Ionia and Lansing:	300,000	8	May & Nov.	"	1880
1st Mort. for \$1,500,000....gold	143,000	7	Jan. & July.	New York.	1900	Detroit and Milwaukee:					
Clev., Painesav. & Ash. (L. Shore):						1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	2d Mortgage.....	1,000,000	8	" "	"	1875
2d Mortgage (registered).....	1,000,000	7	"	"	1880	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	Bonds of June 30, 1866, (cond.).....	377,115	7	May & Nov.	"	1876
Cleveland and Pittsburg:						Bonds of Sept. 6, 1866.....	1,916,639	6	" "	NY & Detroit.	1886
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	1st Mortgage, traffic guaranteed.....	300,000	6	March & Sept.	New York.	1886
3d Mortgage.....	1,358,000	7	May & Nov.	"	1875	Sterling (Oakl. & Ottawa R. R.).....	150,867	6*	May & Nov.	NY & London.	1873
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1892	Dollar (Mon. & Tol. M. S. & N. I.).....	51,000	7	" "	New York.	1873
Consol. skg f'd Mort. \$5,000,000.	528,000	7	May & Nov.	"	1890	1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876
Cleveland & Toledo (L.S. & M. So.):						1st Mortgage.....	1,000,000	8	" "	"	
1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	1st Mortgage.....	150,000	7	April & Oct.	New York.	1878
2d Mortgage of 1866.....	864,000	7	April & Oct.	"	1886	1st Mortgage.....	100,000	7	Jan. & July.	"	1878
1st Mort. (Dunc. R. R.).....	115,000	7	June & Dec.	"	1872	2d Mortgage.....	250,000	8	Feb. & Aug.	"	1876
Colebrookdale:						Dixon, Peoria & Han. (C. B. & Q.):					
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	1st Mortgage, traffic guaranteed.....	800,000	8	Jan. & July.	New York.	1890
Columbia and Augusta (C. C. & A.):						1st Mortgage.....	1,000,000	8	" "	"	
1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890
Columbus, Chicago & Ind. Cent.:						1st Mortgage.....	150,000	7	" "	"	
1st Mortgage Consol. skg fund. ....	15,000,000	7	April & Oct.	New York.	1908						

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.				Description of Bonds.	Amount.	Interest Payable.			
		Rate	When.	Where.	Due			Rate	When.	Where.	Due
Dubuque and Sioux City:						Grand River Valley (Mich. C.):					
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1853	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (construction).....	600,000	7	" " "	"	1894	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	Greenville and Columbia:					
Dutchess and Columbia:						1st Mortgage, guar. by S. Car. ....	1,426,546	7	Jan. & July.	New York.	'81-'86
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	1st Mortgage not guaranteed.....	376,766	7	" "	" "	'81-'86
East Brandywine & Waynesburg:						Greenwich and Johnsonville:					
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889
2d Mortgage.....	35,000	8	" "	"	1873	1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872
East Pennsylvania (Ph. & Rdg.):						1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1880
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	Hannibal and Naples:					
East Tenn. & Georgia (E.T.V. & G.):						1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	Hannibal & Oen.Mo.(C. & Aton):					
Interest bonds (funded coupons).....	136,400	7	" "	"	1876	1st Mortgage guaranteed.....	5,000pm	7	Jan. & July.	New York.	1890
East Tennessee, Virginia & Ga.:						Hannibal and St. Joseph:					
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	Mo. State Loan, 1851.....	1,500,000	8	Jan. & July.	New York.	1871
Eastern Mass.:						Mo. State Loan, 1856.....	1,500,000	8	" "	" "	97
State Loan (1st Lien) \$50,000 a yr. ....	250,000	5	J. A. J. & O.	Boston.	1874	Six years Mortgage bonds.....	69,000	10	" "	" "	1885
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872	Three years' notes.....	81,000	8	" "	" "	1872
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	Five years' notes.....	1,024,300	8	" "	" "	1875
Loan of 1865.....	160,000	6	April & Oct.	"	15 years' bonds.....	1,309,500	8	" "	" "	1885	
Loan of 1868.....	1,000,000	6	March & Sept.	"	1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	
Loan of 1869.....	500,000	6	May & Nov.	"	1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	" "	1892	
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	
Eastern Shore (Md.):					Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	Hanover Branch (Mass.):					
2d Mortgage.....	180,000	6	April & Oct.	"	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	
Elizabethtown and Paducah:					Harlem Extension:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890
Elmira and Williamsport (N.Cen.):					Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
Income Mortgage.....	570,000	5	May & Nov.	"	Hartford and New Haven:						
Real Estate (Elmira) bond.....	50,000	.....	.....	.....	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1878	
Erie Railway:					Hartford, Providence and Fishkill:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	" "	Hartford.	1876	
3d Mortgage.....	6,000,000	7	" "	"	Hastings and Dakota:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	
5th Mortgage convertible.....	926,500	7	June & Dec.	"	Hempfield:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872	
Sterling Loan (£1,000,000) corv. ....	4,844,400	6*	March & Sept.	London.	1875	Housatonic:					
Erie and Pittsburg (Penn.):					1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1852	2d Mortgage.....	500,000	7	Feb. & Aug.	" "	1885
2d Mortgage.....	153,000	7	March & Sept.	"	3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1880	
Consolidated Mortgage tax free.....	1,674,000	7	Jan. & July.	"	Houston and Texas Central:						
European & North American:					1st Mortgage L.G. skg fund gold.....	3,400,000	7*	Jan. & July.	New York.	1891	
B'gor L'n, 1st on 65m & 2d on 45m.....	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1888	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870
1st m. R.R. & L'd(B to Win.45 m.....	2,000,000	6*	" "	"	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	
Evansville and Crawfordsville:					3d Mortgage.....	180,000	7	May & Nov.	" "	1876	
1st Mortgage (Ev. & Ill.R.R.):	350,000	7	Jan. & July.	New York.	1889	Huntington and Broad Top Mt.:					
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	"	1st Mort. (extended 1870 to 1890).....	416,000	7	April & Oct.	Philadelphia.	1890	
1st Mort. (Rockville Extension):	150,000	7	Feb. & Aug.	"	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	
Consolidated Mortgage.....	70,000	7	Jan. & July.	"	1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	
Evansville, Henderson & Nashv.:					Illinois Central:						
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	1st Mortgage Construction.....	3,000,000	7*	April & Oct.	New York.	1875
Fall River, Warren & Providence:					1st Mortgage Construction.....	332,000	6*	" "	" "	1875	106
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	Redemption currency.....	2,500,000	6	" "	" "	1890
Flemington (Bely. Del.):					Redemption, sterling.....	2,500,000	6*	" "	London.	1890	...
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	Illinois and South. Iowa (T.W. & W.):					
Flint and Pere Marquette:					1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	88
1st Mortgage L. G., 1st mort. ....	267,000	7	May & Nov.	New York.	1880	Indiana and Illinois Central:					
1st Mortgage L. G., 2d mort. ....	319,000	7	Jan. & July.	"	1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	
1st Mortgage L. G., 3d mort. ....	1,200,000	6	March & Sept.	"	1st Mortgage, conv. ....	5,000,000	8	April & Oct.	New York.	1900	
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	"	2d Mortgage.....	1,500,000	8	" "	" "	1890	
Flushing & North Side (L. I.):					Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	1st Mortgage (Ind. & Cin.) 95 m.....	1,539,500	7	April & Oct.	New York.	1888
Fonda, Johnston's & Gloversville:					1st Mortgage (J. C. & I.) 179 m.....	2,770,000	7	Feb. & Aug.	" "	1897	
1st Mortgage.....	300,000	7	.....	New York.	1889	1st Mortgage ( ) 179 m.....	1,566,000	7	June & Dec.	" "	1899
Fr. W., Jackson & Sag. (Mich. C.):					1st Mortgage (Cin. and Ind.).....	500,000	7	" "	" "	1893	
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	2d Mort. (C. & I.) 10, 15 & 20 yrs.....	1,500,000	7	Jan. & July.	" "	77-78	
Fr. W., Muncie & Cin. (F.W. & S.):					1st Mortgage.....	1,500,000	7*	Jan. & July.	New York.	1888	
1st Mortgage guaranteed..... gold	1,800,000	7*	Jan. & July.	New York.	1st Mortgage of May 1, 1862.....	307,000	7	May & Nov.	New York.	1882	
Galems & Chic. Union (C. & N. W.):					1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1893	
2d Mortgage.....	985,000	7	May & Nov.	"	Ionia & Lansing (D. L. & L. Mich.):						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	
Georgia:					2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	
Bonds (various).....	615,000	7	Jan. & July.	Augusta.	Iowa Falls & Sioux City (Illi.Cen.):						
Goshen and Deckertown (Erie):					1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	
1st Mortgage.....	226,500	7	Jan. & July.	New York.	Iowa Midland (C. & N. W.):						
Gr. Rapids & Indiana (P.F.W. & C.):					1st Mort. of Aug. 1, 1870 guar. ....	18,000pm	8	Feb. & Aug.	New York.	1900	
1st Mortgage guar half yr....gold	4,000,000	7*	Jan. & July.	New York.	Iowa Southern:						
1st Mortgage half year....gold	4,000,000	7*	April & Oct.	"	1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908	
Grand Trunk (Ca.):					Ironton:						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875	
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	Jackson, Lansing and Saginaw:						
3d Preference Stock £758,510	3,729,550	4*	" "	"	1st Mortgage of 1865.....	1,495,000	7	Jan. & July.	New York.	1885	
4th Preference Stock £5,571,210	27,885,605	4*	" "	"	2d Mort. of 1868 for \$500,000.....	100,000	8	March & Sept.	" "	1888	
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	Consolidated Mort. for \$3,000,000.....	2,000,000	8	May & Nov.	" "	1890	
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Jamest'n & Frank. (L.S. & M.S.):						
Provincial Debentu's £3,111,500	15,537,500	.....	.....	.....	1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	
Great Falls and Conway:					2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	Jefferson (Erie):						
Great Western (Canada):					1st Mort. (Hawley Section 8 m.).....	204,000	7	Jan. & July.	New York.	1887	
Perpetual Debentu's.....	227,273	5	— & —	London.	2d Mort. ( " " " ).....	96,000	7	" "	" "	1889	
Mortgage Bonds.....	2,076,176	4	— & —	"	1st Mort. (Carbondale Sec. 38 m.).....	2,000,000	7	" "	" "	1889	
Mortgage Bonds.....	2,375,906	6	— & —	"	Jeffersonville (J. M. & I.):						
Mortgage Bonds.....	618,066	6	— & —	"	2d Mortgage assumed.....	2,107,000	7	April & Oct.	New York.	1873	
Mortgage Bonds.....	2,360,383	5	— & —	"							
Mortgage Bonds.....	301,733	5	— & —	"	Great Falls and Conway:						
Mortgage Bonds.....	4,866	5	— & —	"							
Gt. Western of Illinois (T.W. & W.):											
1st Mortgage (W. of Decatur) ..	687,000	10	April & Oct.	New York.</td							

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Price	
			When.	Where.					When.	Where.		
Jeffersonville, Madison & Indiana:												
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	...	Lehigh Valley:	\$963,000	6	April & Oct.	Philadelphia.	1872
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	...	1st Mort. of 1858.....	3,343,000	6	June & Dec.	"	1888
1st Mortgage (Ind. & Mad., guar.)	267,000	7	May & Nov.	"	1882	...	1st Mort. of 1868 (cont'd & reg.), free	1,050,000	7	"	"	1900
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	...	1st Mort. of '70 (reg'd for \$6,000,000)	132,000	6	April & Oct.	"	1872
Louisville Loan (Jefferson, R.R.)	74,000	6	"	"	1882	...	Levey's Island (S. C. & P.):	130,000	6	June & Dec.	Calais.	1876
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	1,480,000	6	May & Nov.	New York.	1883
1st Mortgage skg fund.....	410,000	8	Jan. & July.	New York.	1882	...	1st Mortgage.....	100,000	6	June & Dec.	Cincinnati.	1890
Joliet & Northern Ind. (Mich. C.):	800,000	8	Jan. & July.	New York.	1874	...	1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890
1st Mortgage, guaranteed.....	1,200,000	7	Jan. & July.	New York.	1888	...	1st Mortgage (D. & W'trn.).....	275,000	7	Jan. & July.	"	1905
Junction (Cin. & Indianapolis):	800,000	7	March & Sept.	"	1893	...	1st Mortgage ( ).....	433,000	6	"	"	1905
1st Mortgage.....	250,000	7	June & Dec.	"	1884	...	Little Rock and Fort Smith:					
2d Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1882	...	1st Mortgage for \$3,500,000 gold		6*	Jan. & July.	Boston	1899
3d Mortgage.....	300,000	6	April & Oct.	"	1900	...	Little Rock, Pine Bluff & N. O.:		7*	— & —	New York.	1889
Junction and Breakwater:							1st Mortgage.....		7	—		
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	...	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877
Kalam., Alleg. & Gr. R. (I.S. & M.S.):	840,000	8	Jan. & July.	New York.	1888	...	1st Mortgage (Schuylkill P. & Rdg.):					
1st Mort. assumed by lessees.....							1st Mortgage, guaranteed.....	1,500,000	8	J. A. J. O.	New York.	1890
Kalamazoo, & S. Haven (M. Cen.):	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889
1st Mortgage guaranteed.....	100,000	8	Jan. & July.	New York.	1887	...	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875
Kalam. & Three Riv. (L.S. & M.S.):	400,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890
1st Mortgage, guaranteed.....	720,000	10	May & Nov.	New York.	1890	...	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	"	"	1899
1st Mortgage, tax free.....							Long Island:					
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage.....					
1st Mortgage (consolid'd) 264 m. ....	687,000	8	March & Sept.	N.Y. & Boat'n.	1890	...	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1889
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1890	...	1st Mortgage, Cincinnati and Lexington:					
2d Mort. ( " " )	150,000	10	"	"	1872	...	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897
1st Mort. (St. Jo. & C. B. 80 m.):	1,400,000	10	March & Sept.	"	1892	...	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900
2d Mort. ( " " )	532,500	8	June & Dec.	"	1874	...	1st Mort. (Lo. & Frankfort Br.).....	82,000	6	Jan. & July.	"	71-80
1st Mort. (Mo. Valley 61 m.):	1,500,000	7	Feb. & Aug.	New York.	1893	...	Louisiv. Loan ( ).....	100,000	6	"	"	1881
1st Mort. ( " " )	6,308,000	6	"	"	1893	...	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874
Kansas Pacific (U. Pac. E. D.):	5,240,000	6*	Feb. & Aug.	New York.	1895	...	Louisville and Nashville:					
1st Mort. on R.R. 140 m....gold	4,063,000	6*	June & Dec.	"	1896	...	1st Mortgage, (Main Stem).....	1,285,000	7	Jan. & July.	New York.	1877
1st Mort. on R.R. 254 m....gold	600,000	7	May & Nov.	"	1896	...	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	86-87
1st Mort. on Branch 34 m....	318,000	7	March & Sept.	"	1876	...	Louisville Loan (Lebanon Br.).....	225,000	6	May & Nov.	"	1887
Land Gr. Mort. on 2,000,000 acres	6,500,000	7	May & Nov.	"	1899	...	1st Mortgage (Memphis Br.).....	197,000	7	"	"	71-75
1st Mort. on R.R. 246 m. & 3,000,000 a	2,000,000	7	Jan. & July.	"	1880	...	1st Mortgage (Bardstown Br.).....	1,000	7	Jan. & July.	"	1870
1st Mort. on lands E. of 380th m. gold	6,308,000	6	"	"	1874	...	1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	"	80-85
2d Mort. (U.S. Subsidy) on 384 m. ....	4,270,000	7	(after 5 years.)	"	1916	...	Louisville Loan (Leb. Br. Ext.).....	333,000	6	April & Oct.	"	1893
3d Mort. Income on 428 m. ....						...	Consolid'd. mort. of April 1, 1868.....	5,500,000	7	"	"	1898
Kent County (Del.):	600,000	6	Jan. & July.	Philadelphia.	1879	...	Lowell & Lawrence (B. & L.):					
1st Mortgage.....							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878
Kentucky Central (Cov. & Lex.):	123,000	7	March & Sept.	New York.	1872	...	1st Mortgage, endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90
1st Mortgage March 1852.....	844,000	7	"	"	1883	...	2d Mortgage of 1869.....	1,000,000	8	April & Oct.	"	1889
2d Mortgage March 1863.....	237,000	7	June & Dec.	"	1885	...	3d Mortgage of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1890
Keeuk, Iowa City and Minn.:							Equipment Mortgage.....	150,000	...			
1st Mortgage.....							Madison and Portage:					
2d Mortgage.....							1st Mortgage.....	150,000	7	April & Oct.	New York.	1880
Keeuk and St. Paul (C. B. & Q.):							1st Mortgage.....	450,000	7	April & Oct.	New York.	1825
1st Mortgage, guar. and tax free.....							1st Mortgage.....	1,100,000	6	Feb. & Aug.	Boston.	90-91
Lackawanna and Bloomsburg:							1st Mortgage.....	183,000	8	June & Dec.	"	1871
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	...	1st Mortgage (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	...	1st Mort. (Ex. for \$500,000....gold)	112,000	6*	April & Oct.	"	1900
2d Mortgage.....	500,000	7	April & Oct.	"	1880	...	1st Mort. (B. & P. & Ken.) exch. '72	57,700	6	"	"	1872
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	...	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870
Income Mortgage.....	200,000pm	7	Jan. & July.	New York.	1891	...	Mansfield & Framigham (B.C. & F.):					
Income Mortgage.....	7,335	7	April & Oct.	"	1871	...	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889
La C. Trempl. & Pres. (C. & N. W.):	800,000	7	— & —	New York.	...		Marietta and Cincinnati:					
1st Mortgage, guaranteed.....							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891
Lafayette, Bloomington & Miss.:	1,300,000	8	— & —	New York.	...		1st Mortgage, Dollar.....	2,454,525	7	"	Baltimore.	1891
Lafayette, Muncie & Blooming.:	1,500,000	8	— & —	New York.	...		2d Mortgage.....	2,500,000	7	May & Nov.	"	1896
1st Mortgage.....							3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	78
Lake Erie and Louisville:							1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1896
1st Mortgage for \$1,600,000. ....	500,000	7	Jan. & July.	New York.	1896	...	Baltimore Loan to Union R. R. ....	20,000	7	"	Baltimore.	...
Lake Shore & Michigan So.:							Marietta and Pittsburg:					
Sunbury B'ds (CP & RR 954m)	500,000	7	Jan. & July.	New York.	1874	...	1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895
Regis. Bonds ( " " )	1,000,000	7	"	"	1880	...	Marquette and Ontonagon:					
3d Mortgage ( " " )	1,000,000	7	April & Oct.	"	1892	...	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875
Divid'd Bonds (L. S. R. 258 m)	1,500,000	7	"	"	1890	...	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885
S. Fund (L.S. & M.S. 013m)	2,000,000	7	"	"	1879	...	2d Mortgage.....	150,000	6	June & Dec.	"	1889
Consol. M. reg. ( " " )	597,000	7	J. A. J. & O.	"	1900	...	1st Mort. (Memphis & Charleston):					
Consol. M. coup. ( " " )	63,000	7	Jan. & July.	"	1890	...	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880
1st Mort. (M.S. & N. In. RR. 521m)	5,255,000	7	May & Nov.	"	1885	...	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885
2d Mort. ( " " )	2,663,000	7	"	"	1877	...	Tenn. Loan.....	1,817,937	6	"	"	1890
1st Mort. (Junc. R.R. 49 1/2 m.):	115,000	7	June & Dec.	"	1872	...	Memphis and Little Rock:					
S. Fund (Clev. & Tol. R. 162 1/2 m.)	2,014,000	7	Jan. & July.	"	1885	...	1st Mort. (R.R. & 125,000 acres).....	1,300,000	8	May & Nov.	New York.	1890
M. of '66 ( " " )	864,000	7	April & Oct.	"	1886	...	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890
Mort. Bonds (Buff. & E.R.R. 85m)	23,000	7	June & Dec.	"	1870	...	1st Mort. (R.R. & 630,000 acres).....	5,000,000	7	Jan. & July.	New York.	1901
Mort. Bonds ( " " )	100,000	7	May & Nov.	"	1873	...	1st Mort. 111 miles, guaranteed.....	1,900,000	8	May & Nov.	Boston.	1889
Mort. Bonds ( " " )	200,000	7	Jan. & July.	"	1882	...	1st Mort. 111 miles, assumed.....	200,000	8	"	"	1889
Mort. Bonds ( " " )	300,000	7	March & Sept.	"	1896	...	Michigan Central:					
Mort. Bonds ( " " )	3,000,000	7	April & Oct.	"	1890	...	1st Mortgage, sterling.....	467,489	6	Jan. & July.	London.	1872
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	"	1876	...	1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882
1st Mort. (Kal. & W. P. R. 37 m.)	400,000	7	Jan. & July.	"	1890	...	1st Mortgage, sinking fund.....	2,591,500	8	"	"	1882
1st Mort. (S. & Three Riv. R.R.):	100,000	8	"	"	1887	...	1st Mort. (Gr. Riv. Valley R.R.).....	1,000,000	8	Jan. & July.	"	1886
1st Mort. (Kal. & Three Riv. R.R.):	100,000	8	"	"	1888	...	2d Mort. ( " " ).....	500,000	8	April & Oct.	"	1882
1st Mort. (Kal. All. & Gr. R. R.):	840,000	8	"	"	var	...	1st Mort. (Mich. Air Line R.R.).....	200,000	8	May & Nov.		

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Midland Pacific:												
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	Newark and New York (Cont.):					
Mifflin & Centre Co. (Pa. R. R.):							1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	Newark, Somerset & Straitsville:	800,000	7	May & Nov.	New York.	1869
Milwaukee & Chicago, (C&NW):							1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	New Bedford and Taunton:					
2d Mortgage, "	10,500	7	Jun. & Dec.	"	1898	....	1st Mortgage.....	972,000	6*	May & Nov.	London.	1867
Mil. & Prair. du Chien (M&StP):							New Brunswick and Canada:					
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	1st Mortgage, Sterling £200,000.	972,000	7	Jan. & July.	New York.	1889
2d Mortgage, ("").....	1,315,000	7.3	"	"	1898	....	Newburg & New York (Erie):	250,000	7	Jan. & July.	New York.	1889
Milwaukee and St. Paul:							1st Mortgage for \$600,000.....					
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	92	New Canaan:					
1st Mortgage (E. Div. Palmer):	792,000	8	May & Nov.	"	1874	....	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889
1st Mort. (Iowa and Minn. Div.):	3,792,000	7	Jan. & July.	"	1897	....	Newcastle and Beaver Valley:					
1st Mortgage (Minn. Cent.):	208,000	7	"	"	1898	....	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882
1st Mortgage (Iowa & Dak.):	1,008,000	7	"	"	1898	....	New Haven and Derby:	150,000	7	May & Nov.	New Haven.	1888
1st Mortgage (P. du C.Div.):	3,674,000	8	Feb. & Aug.	"	1898	....	1st Mortgage for \$150,000.....					
2d Mortgage (P. du C.Div.):	1,315,000	7.3	"	"	1898	95	New H., Middlesex & Williamson:					
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	....	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889
Income Mortgage.....	20,000	7	Jan. & July.	"	1884	....	2d Mortgage for \$1,500,000.....		6	Jan. & July.	"	1891
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	New H. & Northampton (Canal):					
Milwaukee and Western bonds.....	247,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899
Real Estate Purchase.....	148,500	7	various.	"	1898	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1890
Incumbances assumed.....	35,073	7	"	"	1898	....	New Jersey (Pennsylvania):					
Mineral Point:							1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	2d Loan.....	450,000	6	"	"	1878
Minnesota and North Western:							3d (State Loan):	100,000	6	"	"	1887
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	New Jersey Midland (N.Y.&OM.):					
Mississippi Central:							1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1895
1st Mortgage (Miss. Cen.):	1,251,000	7	May & Nov.	New York.	1873	....	2d Mortgage.....	400,000	7	"	"	1891
2d Mortgage ("").....	2,000,000	8	Feb. & Aug.	"	1876	....	New Jersey Southern:					
1st Mort. (Miss. Cen. & Tenn.):	25,000	6	April & Oct.	"	1863	....	1st Mortgage of Sept. 19, 1869.....	2,000,000	7	May & Nov.	New York.	1889
Tennessee Loan bonds.....	1,278,980	6	Jan. & July.	"	1892	....	1st Mortgage (Tom's Riv. Br.):	120,000	6	Feb. & Aug.	"	1890
Mississippi, Ouachita & Red Riv.:							New Jersey West Line:					
1st Mortgage.....gold	12,000pm	7*	— & —	New York.	1900	....	1st Mortgage.....	7*	May & Nov.	New York.	1900	
Land Mort. (250,000 acres).....gold	1,000,000	7*	— & —	"	1900	....	New London Northern:					
Arkansas State Loan.....	10,000pm	7	— & —	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875
Mississippi and Tennessee:							1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	'81-'93	....	New Orleans, Baton Rouge & Vicksburg:					
Mississippi River:							1st Mortgage.....	12,500pm	8*	— & —	New York.	1910
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....	2d Mort. endor. by Louis. ....	12,000pm	8*	— & —	"	1910
Mississippi, Iowa & Nebraska:							N. Orleans, Jackson & Gt. N. ....					
1st Mort. of June 1, 1870....gold							1st Mortgage of July 1, 1856....gold	3,000,000	8*	Jan. & July.	Lond. & N. Y.	1886
Missouri, Kansas and Texas:							2d Mortgage of Oct. 1, 1860....gold	1,500,000	8*	April & Oct.	New York.	1890
1st M. R.R. & land (U.P.S.B.R.)SF	4,145,000	6	Jan. & July.	New York.	1899	....	Income Mortgage of 1870....gold	2,000,000	7*	— & —	New Orleans.	1890
1st M. (Tebo & Nesho)S.F. gold	2,000,000	7	June & Dec.	"	1903	....	City Extension Mort....gold	1,000,000	7*	— & —	"	1890
2d Mort. (Tebo & Nesho)S.F. gold	1,500,000	7*	Feb. & Aug.	"	1904	....	New Orleans, Mobile and Texas:					
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m....gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	....	1st Mortgage, skg fd, 227 m....cur.	12,500pm	8	"	New York.	1915
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	"	1890	....	2d Mortgage on 227 miles....cur.	12,500pm	8	"	"	1915
Missouri Valley (K.C.S.J. & C.B.):							New Orleans and Selma:					
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	1st Mort. endor. by Al. ....	16,000pm	8	Jan. & July.	New York.	1900
1st Mortgage.....	1,000,000	7*	"	"	1893	....	New York and Boston:					
Mobile & Alabama Grand Trunk:							1st Mortgage.....	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889
1st Mort. endorsed by Ala. ....	16,000pm	8	Feb. & Aug.	New York.	....	....	2d Mortgage.....	5,936,626	6	May & Nov.	New York.	1883
Mobile Lo'n\$1,500,000 end'd by Co.	1,500,000	8	— & —	"	....		Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876
Mobile and Girard:							Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	"	1883
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883
2d Mortgage, endorsed by Ala. ....	199,000	7	— & —	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883
Plain Boats.....	33,500	7	— & —	Mobile.	....		Bonds and mortgages for E. E. ....	22,500	7	various.	"	var.
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887
Mobile and Ohio:							1st Mort. of Hudson Riv. R.R. ....	200,000	7	Feb. & Aug.	"	1870
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. ( " " ) S. F. ....	1,891,000	7	June & Dec.	"	1886
1st Mortgage.....Sterling	5,470,000	6*	"	London.	1882	....	3d Mort. ( " " ) S. F. ....	180,000	7	May & Nov.	"	1875
Interest bonds (10 years).....	803,700	8	"	"	1878	....	Conv. B'ds. ....	8,000	7	"	"	1887
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	New York and Fort Lee (Erie):					
Interest bonds sterling.....	755,000	6*	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	2d Mortgage.....	135,000	7	— & —	N.Y. or Lond.	1889
Montgomery & Erie (Erie):							3d Mortgage.....	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:					
Montgomery and Eufala:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873
1st Mortgage of 1866, endorsed.....	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871
1st Mortgage of 1870, endorsed.....	300,000	8	June & Dec.	"	1900	....	Consolidated mortgage of 1863.....	1,767,000	6	Feb. & Aug.	"	1893
Montgomery & West Point (Wtn.):							Sinking Fund mortgage of 1861.....	112,305	7	Jan. & July.	"	1881
Mortgage of 1856.....							Bonds of 1853, unsecured.....	106,000	7	"	"	1872
1st Mortgage.....	16,000	8	Jan. & July.	New York.	Due.		1st Mortgage.....	141,500	7	— & —	New York.	1889
1st Mortgage.....	450,000	8	"	"	18.0	....	2d Mortgage.....	1,059,500	6	April & Oct.	New York.	1876
1st Mortgage.....	298,000	8	"	"	1876		3d Mortgage.....	3,800,000	7*	Jan. & July.	New York.	1894
2d Mortgage.....	254,000	8	"	"	1881		1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873
Income Mortgage.....	594,600	8	various.	Montgomery.	var.		1st Mortgage.....	80,000	6	"	"	1878
Montreal & Champlain:							Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1890
1st Mortgage Sterling £181,400.	882,813	6	Jan. & July.	London.	1890		Niles and New Lisbon:					
2d Mortgage.....	370,000	8	"	New York.	1879		1st Mortgage.....	500,000	7	— & —	Philadelphia.	1889
Morris and Essex:							2d Mortgage.....	414,300	6	March & Sept.	Boston.	1854
1st Mortgage, Sinking Fund.....	5,000,000	7	March & Sept.	New York.	1914		3d Mortgage.....	110,500	7	Jan. & July.	New York.	1877
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891		1st Mortgage.....	396,000	8	"	"	1877
Convertible bonds.....	600,000	7	Jan. & July.	"	1900		2d Mortgage.....	416,000	8	"	"	1893
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889		North Carolina:					
Muscatine (South-Western):							1st Mortgage.....	3,094	6	Jan. & July.	Shops, N. C.	1871
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887		Bonds of 1871.....	25,500	7	"	"	1872
Nashville and Chattanooga:							Bonds of 1865-'72.....	266,500	8	"	"	1872
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890		Bonds of 1879-'98.....	117,495	7	"	"	1879-80
1st Mortgage not endorsed.....	23,000	6	"	"	1890		North Eastern:					
Tenn. State Loan.....	150,000	6	"	"	1892		1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
North Missouri:												
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895		Pemberton & N. York (N.J.S.):	\$375,000	7	Jan. & July.	New York.	1890
2d Mortgage of Oct. 1868	4,000,000	10	April & Oct.	"	1888		1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898
3d M. of Oct. 1869 (7 p.c after 5 yrs)	3,000,000	10	"	"	1888		Peninsula (C. & N. W.):	1,800,000	7*	May & Nov.	New York.	1899
North Pennsylvania:							1st Mortgage, guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885		1st Mortgage, gold	1,500,000	7	"	"	1906
Chated Mortgage	360,000	10	April & Oct.	"	1877		Pennsylvania and New York:	1,500,000	8	Jan. & July.	New York.	1877
2d Mortgage	1,246,000	7	May & Nov.	"	1896		1st Mortgage	600,000	8	Jan. & July.	New York.	1877
Northern Central:							Penobscot and Kennebec (M. C.):	577,000	6	April & Oct.	Bangor.	1872
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.		2d Mortgage	189,500	6	Feb. & Aug.	Boston.	1870
2d Mortgage	2,500,000	6	Jan. & July.	"	1886		1st Mortgage guaranteed	800,000	8	Jan. & July.	New York.	1877
3d Mortgage	1,223,000	6	April & Oct.	"	1900		Peoria & Bureau Val (C.R.I. & P.):	400,000	8	Jan. & July.	New York.	1877
3d Mortgage (York & Cumb.R.R.)	500,000	6	Jan. & July.	"	1877		Peoria & Hannibal (C. B. & Q.):	600,000	8	Jan. & July.	Boston.	1878
Consol. Mort. of July 1868	2,018,000	6*	"	"	1900		1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880		Peoria, Pekin and Jacksonville:	1,000,000	7	Jan. & July.	New York.	1894
Northern New Hampshire:							1st Mort. of May 1, 1867	1,000,000	7	April & Oct.	"	1900
1st Mortgage	115,000	6	April & Oct.	Boston.	1874		2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	"	"	"
Northern New Jersey (Erie):							1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878		Peoria and Rock Island:	610,200	8	April & Oct.	Philadelphia.	1897
Northern Pacific:							1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900
1st Mort. on R.R. & lands... gold	50,000pm	7.3	Jan. & July.	New York.	1900		Perkiomen (Phila. & Rd.):	1,500,000	7*	April & Oct.	New York.	1900
North Western Virginia:							1st Mortgage	610,200	8	April & Oct.	Philadelphia.	1897
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873		Perth Amboy and Woodbridge:	100,000	6	— & —	New York.	1886
3d Mortgage ( " " )	140,000	6	"	"	1885		1st Mortgage, guaranteed	800,000	7	Jan. & July.	Philadelphia.	1879
Norwich and Worcester:							Petersburg:	3,094	6	Jan. & July.	New York.	1871
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877		Mortgage Bonds	25,500	7	"	"	1866
Plain bonds	59,000	7	June & Dec.	"	1874		Mortgage Bonds	266,500	8	"	"	179-98
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870		Philadelphia and Baltimore Cent.	3,000,000	7	Jan. & July.	Philadelphia.	1879
Construction bonds	250,000	7	Jan. & July.	"	1877		1st Mortgage (Penn. Div.):	3,000,000	7	Jan. & July.	Philadelphia.	1891
New bonds of 1870	22,000	7	"	"	1890		1st Mortgage (Md. Div.):	3,000,000	7	"	"	"
Nyack and Northern:							Philadelphia and Erie (Penn.):	5,000,000	6	March & Sept.	Philadelphia.	1881
1st Mortgage	100,000	7	Jan. & July.	New York.	1890		2d Mortgage	3,000,000	7	Jan. & July.	"	1888
Oakland & Ottawa (D. & M.):							3d Mortgage	3,598,000	6	"	"	1920
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873		1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	"	1877
1st Mortgage ( " " ) dollar	51,000	7	"	New York.	1873		Philadelphia, Germant. & Norist:	25,400	6	Jan. & July.	Philadelphia.	1882
Ogdensburg and Lake Champlain:							Philadelphia and Reading:	100,000	6	Jan. & July.	Philadelphia.	1871
1st Mort. conv. into pref. stock...	4,600	7	Jan. & July.	Boston.	1869		Debenture Loan of 1861	1,121,000	6	Jan. & July.	Philadelphia.	1893
2d Mort. conv. into com. stock...	25,200	7	April & Oct.	"	1861		Debenture Loan of 1868	2,625,000	7	"	"	1890
Equipment mortgage of 1868-69	500,000	8	Jan. & July.	"	1879		Debenture Loan of 1870	143,500	6	"	"	1886
Ohio and Mississippi:							Mortgage Loan of 1857, conv...	1,521,000	6	"	"	1880
1st Mortgage (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872		Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893
1st Mortgage (W. Div.)	850,000	7	"	"	1872		Sterling Loan of 1836	182,400	5	Jan. & July.	London.	1880
2d Mortgage (W. Div.) conv...	534,000	7	"	"	1874		Sterling Loan of 1843	976,800	6	"	"	1850
Income Mort. (W. Div.)	221,500	7	April & Oct.	"	1882		Sterling Loan of 1836	288,000	7	"	"	172-77
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882		Philadelphia, Wilmington & Balt.:	349,000	6	Jan. & July.	Philadelphia.	1884
Consolidated Mort...	2,761,900	7	Jan. & July.	"	1898		Mortgage, convertible	600,000	6	Jan. & July.	Philadelphia.	1884
Consolidated Mort. (sterling)	101,850	7	"	"	London.		Plain Bonds	1,000,000	6	Feb. & Aug.	Philadelphia.	1890
Oil Creek and Allegheny River:							Plain Bonds	600,000	6	"	"	"
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896		Plain Bonds	400,000	6	"	"	"
1st Mortgage	580,000	7	April & Oct.	"	1882		Plain Bonds	349,000	6	Jan. & July.	Philadelphia.	1884
1st Mortgage	200,000	7	June & Dec.	"	1871		Plain Bonds	600,000	6	April & Oct.	"	1871
2d Mortgage	71,000	7	May & Nov.	"	1871		Plain Bonds	400,000	6	"	"	1876
Consolidated Mortgage	819,000	7	"	"	1884		Plain Bonds	1,000,000	6	"	"	1887
Old Colony and Newport:							Pittsburg, Cin. & St. Louis (Pa.):	6,207,000	7	Feb. & Aug.	Philadelphia.	1890
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877		1st Mortgage, guaranteed	3,820,000	6	— & —	"	"
Plain Bonds	1,000	5	March & Sept.	"	1874		2d Mortgage, conv...	4,000,000	7	Jan. & July.	Baltimore.	1898
Plain Bonds	485,000	6	April & Oct.	"	1875		2d Mort. Balt. Loan	1,000,000	6	"	"	1883
Plain Bonds	1,000,000	6	March & Sept.	"	1876		Turtle Creek Div. bond	400,000	6	Feb. & Aug.	New York.	1889
Plain Bonds	34,000	6	"	"	1884		Real Estate bonds	100,000	6	various	Baltimore.	1883
Omaha and Southwestern:							Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.	1912
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890		1st Mortgage (Series A):	875,000	7	Feb. & Aug.	"	106
Orange, Alexandria & Manassas:							1st Mortgage (Series B):	875,000	7	March & Sept.	"	1912
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873		1st Mortgage (Series C):	875,000	7	April & Oct.	"	1912
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875		1st Mortgage (Series D):	875,000	7	May & Nov.	"	1912
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873		1st Mortgage (Series E):	875,000	7	June & Dec.	"	1912
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880		1st Mortgage (Series F):	875,000	7	Jan. & July.	"	1912
Consolidated Mort...	1,645,500	7	Jan. & July.	New York.	1882		2d Mortgage (Series G):	860,000	7	Feb. & Aug.	"	1912
Va. State Loan	249,962	7	"	"	1893		2d Mortgage (Series H):	860,000	7	March & Sept.	"	1912
Osage Valley & Southern Kansas:							2d Mortgage (Series I.):	860,000	7	April & Oct.	"	1912
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888		2d Mortgage (Series L.):	860,000	7	May & Nov.	"	1912
Owego and Rome (E. W. & O.):							2d Mortgage (Series M.):	860,000	7	June & Dec.	"	1912
1st Mortgage guar...	500,000	7	May & Nov.	New York.	1916		3d Mortgage	2,000,000	7	April & Oct.	"	1912
Income Mortgage guar...	112,100	6	Feb. & Aug.	"	1891		Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876
Owego and Syracuse D.L. & W.:							Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	1880		Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877
2d Mortgage, guaranteed	375,000	7	"	"	1885		Port Huron & Lake Michigan:	1,800,000	7*	May & Nov.	New York.	1899
Ottawa, Osw. & Fox R.V. (C.B&A):							1st Mo. tgage of May 1, 1869	1,800,000	7*	May & Nov.	London. & N. Y.	1899
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890		Portland and Kennebec:	224,800	6	April & Oct.	Portland.	1883
Owensboro' and Russellville:							1st Mort. (K. & P. R. R.) 1851-'61.	22,648	6	"	Boston.	1883
1st Mortgage	200,000	6	April & Oct.	New York.	1886		Funded Int. bonds Oct. 1, 1863.	790,700	6	"	"	1895
Pacific of Mo.:							1st Mort. (P. & K. R. R.) Apr. 1, 1865	100,000	6	— & —	Portland.	1883
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	London.	1872		Stock certificates (Yarmouth):	202,400	6	April & Oct.	Portland.	1883
1st Mortgage	7,000,000	7	Jan. & July.	New York.	1880		1st Mortgage of 1868	250,000	6	— & —	Portland.	1883
Real Estate Bonds	500,000	10	various.	St. Louis.	var.		1st Mortgage of 1863	7,500,000	7*	May & Nov.	Lond. & N. Y.	1889
St. Louis County Loan	500,000	6	Feb. & Aug.	"	"		1st Mort. skg fd conv.... gold	55,000	8	June & Dec.	New York.	1910
Panama:							1st Mort. rtgge....	200,000	6	— & —	Boston.	1889
Sterling Bonds £152,775 at 4.8%.	740,950	7	Feb. & Aug.	London.	1872		1st Mort. rtgge....	345,500	7	June & Dec.	New York.	1899
Sterling Bonds £19,350 at 4.8%.	98,847	7	April & Oct.	"	1875		1st Mort. guaranteed	800,000	7*	Jan. & July.	New York.	1910
Sterling Bonds £597,800 at 4.85%.	8,860,330	7	"	"	1875		1st Mort. conv. & tax free... gold	800,000	7*	Jan. & July.	New York.	1910
Paterson and Newark (Erie):							1st Mort. of 1868	55,000	8	June & Dec.	Providence.	1877
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1885		1st Mort. of 1868	55,000	8	June & Dec.	Providence.	1877</

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Seaboard and Roanoke:						Vicksburg and Meridian:					
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	Consolidated Mort.—1st class ..	\$722,500	7	Apr. & Oct	Philadelphia.	1890
Selma and Meridian:						“ 2d class...	850,000	7	or	“	1890
1st Mortgage.....	79,875	7	— & —	— & —		“ 3d class...	154,000	7	Jan. & Jul.	“	1890
2d Mortgage.....	52,000	7	— & —	— & —		“ 4th class...	1,263,000	7		“	1890
3d Mortgage.....	665,000	7	— & —	— & —		Virginia and Tennessee:					
Selma Rome and Dalton:						1st Mortgage.....	494,000	6	June & Dec.	New York.	1872
1st Mort. (Ala. and Tenn. River).....	838,000	7	Jan. & July.	New York.	1872	2d Mortgage.....	23,500	6	“	“	89
2d Mort. (Ala. and Tenn. River).....	241,100	8	“	“	1884	3d Mortgage (Enlarged).....	990,000	6	“	“	77
Gen. Mort. (S.R.&D.) free of tax 5,000,000	7	April & Oct.	“	“	1887	Income Bonds.....	138,500	6	“	“	...
Shamokin Valley and Pottsville:						Funding Bonds (\$1,000,000).....	736,000	8	“	“	...
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	Warren.					
Sheyboygan and Fond Lac:						1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	Warwick Valley:					
Sioux City and Pacific:						1st Mortgage.....	85,000	7	April & Oct.	New York.	1880
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	Western Alabama:					
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	“	1898	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888
Somersel and Keinebec:						West Wisconsin:					
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884
2d Mortgage.....	250,000	6	“	“	1876	West Chester and Philadelphia:					
Shore Line (N. H. & N. L.):						1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873
1st Mortgage, reconstruction.....	55,000	7	March & Sept.	New Haven.	1880	2d Mortgage, registered.....	1,000,000	8	April & Oct.	“	98
South Carolina:						West Jersey:					
Sterling Bonds £452,012.....	2,612,944	5*	Jan. & July.	London.	71-'85	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883
Sterling Bonds £59,0314.....	262,366	5*	Charleston.	71-'85	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	“	91	
Domestic Bonds.....	418,016	6	“	“	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	“	103	
Domestic Bonds.....	563,500	7	April & Oct.	“	Western (Boston and Albany) :						
Domestic Bonds.....	353,500	7	Jan. & July.	“	Sterling Loans, £399,900.....	2,051,520	5*	April & Oct.	London.	1890	
South and North Alabama:						Dollar Bonds.....	798,000	6	“	Boston.	1875
1st Mort. (\$10,000 p.m.) endorsed.....	8	— & —	New York.	1889	Western Maryland:						
South Shore:						1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890
1st Mortgage.....	150,000	April & Oct.	Boston.	1880	1st Mortgage unendorsed.....	400,000	6	“	“	91	...
South Side, Va.:	6				2d Mort. for \$300,000, end. by B.	300,000	6	“	“	80	...
2d Mort. (for City Point R. R.).....	300,000	6	Jan. & July.	Petersburg.	70-'75	2d Mort. for \$300,000, end. by W. Co.	300,000	6	“	1890	
4th Mortgage.....	175,000	6	“	“	New Preferred mortgage.....	600,000	6	“	“	87	...
Consol. Mortgage.....	317,000	6	“	“	Western Pacific:						
South Side, L. L.:					1st mortgage.....	2,735,000	6	May & Nov.	New York.	1890	...
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	Government Lien.....	1,974,000	6	“	“	...
South Western:					1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	
1st Mortgage.....	699,500	8	various.	Macon.	75-'85	Western Union:					
South West Pacific:					1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	...
Southern Minnesota:					Whitehall and Plattsburg:						
1st Mort. (10-20 yrs) \$20,000 p.m.	8	Jan. & July.	New York.	1888	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	...
Springfield and Columbus:					Wicomico and Pocomoke:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888
Staten Island:					Wilm., Charlotte & Rutherford:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	1890
Sterling Mountain:					1st Mortgage, guar. by State.....	8	“	“	“	64	...
Sullivan:					Wilmington and Manchester:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886
2d Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	2d Mortgage, 2d pref.....	146,000	7	“	“	...
2d Mortgage.....	250,000	6	Feb. & Aug.	“	1st Mortgage, 3d pref.....	528,000	7	“	“	...	...
Syracuse, Binghamton and N. Y.:					2d Mortgage.....	80,000	7	May & Nov.	“	1873	...
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	Wilmington and Weldon:					
Summit Branch:					1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	...
1st Mortgage.....	523,000	6	— & —	Philadelphia.	1876	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	“	1886
Sussex:					Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	
1st Mortgage.....	200,000	6	— & —	New York.	18—	York and Cumberland (N. Cent.)					
Tioga:					3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	...
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	CANAL BONDS:					
Toledo, Peoria and Warsaw:					Chesapeake and Delaware:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	“	Chesapeake and Ohio:						
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	“	State (Md.) & Dan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	
Toledo, Wabash and Western:					Sterling, guaranteed.....	4,375,000	5*	“	London.	1890	...
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885
1st M. (L. Erie, W. & St. L. 187 m.).....	2,500,000	7	“	“	Delaware Division:						
2d Mort. (Tol. & Wabash 75 m.).....	1,000,000	7	May & Nov.	“	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	
2d Mort. (Wab. & West. 187 m.).....	1,500,000	7	“	“	2d Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1885	
Equipm't Bonds (T. & W. 75 m.).....	600,000	7	“	“	Interest Bonds.....	161,960	7	“	“	...	...
Consol. M. (T. W. & W. 499 m.).....	2,700,000	7	F. M. A. & N.	“	Lehigh Coal and Navigation:						
Troy and Boston:					1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia.	1870	...
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	2d Loan.....	5,606,100	6	“	1884	87
2d Mortgage.....	300,000	7	April & Oct.	“	3d Loan.....	2,000,000	6	“	“	82	...
3d Mortgage.....	650,000	7	May & Nov.	“	Gold Loan.....	2,00,000	6*	“	“	1894	...
Convertible Bonds.....	325,000	7	March & Sept.	“	Gold Loan.....	5,000,000	6*	June & Dec.	“	1897	91
Troy Union:					Monongahela Navigation:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	1st Mortgage.....	126,000	6	Jan. & July.	Pittsburg.	1887
2d Mortgage, guaranteed.....	360,000	6	“	“	2d Mortgage.....	57,000	6	“	“	18—	...
Union Pacific:					Morris (and Banking):						
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N. Y. & Boston	95-'99	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876
2d Mortgage (Gov. subsidy).....	27,236,512	6	“	“	2d Mortgage.....	302,750	6	“	“	1876	86
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N. Y. & Boston	87-'89	Boat Loan.....	232,037	6	“	“	1885
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	72-'74	North Branch:					
Union Pacific—Central Branch:					1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	...
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	Schuylkill Navigation:					
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	“	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Union Pacific—Eastern Division:					2d Mortgage.....	3,980,670	6	Jan. & July.	“	1882	81
1st Mortgage on 1-10 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1896	Improvement Loan.....	1,601,670	6	May & Nov.	“	84
1st Mortgage on 25 miles.....	1,063,000	6*	June & Dec.	“	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	...
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & July.	“	Coupon Bonds.....	1,250,000	6	“	Baltimore.	1878	63
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	“	Preferred Interest Bonds.....	325,000	6	“	“	1894	...
Land Grant Mort. for \$500,000.	361,000	7	March & Sept.	“	Union (Pa.):						
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	“	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	114
Vermont Central:					West Branch and Susquehanna:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	1st Mortgage, st. ring fund.....	750,000	6	Jan. & July.	Philadelphia.	1878
2d Mortgage.....	1,500,000	7	“	“	Wyoming Valley:						
Equip. Loan (Vt. C. & Vt. & Co.)	1,000,000	8	May & Nov.	Boston.	1886	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878
Vermont and Massachusetts:					West Branch and Susquehanna:						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883
Vermont Valley:					West Branch and Susquehanna:						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	1st Mortgage, st. ring fund.....	750,000	6	Jan. & July.	Philadelphia.	1878
1st Mortgage.....	114,000	6	“	Boston.	1860	Wyoming Valley:					
1st Mortgage.....	288,200	7	“	“	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	...

## RAILROAD SHAKE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

"Rolling Stock" occurring in the column headed "Railroad" in that headed "Railroad". A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained" or "not available." It is to be noted that the cost of rolling stock is included in the cost of railroads.

Railroad	Rolling Stock.		Freight.		Pass.		Engines.		Adm.	
	Cars.		B. M. E.		A. M.		Engines.		A. M.	
	Cars.		B. M. E.		A. M.		Engines.		A. M.	
	Cars.		B. M. E.		A. M.		Engines.		A. M.	
	Cars.		B. M. E.		A. M.		Engines.		A. M.	
Railroad in progress.	Sept. 30 1860		1		1		1		1	
	Jun. 30, 1860		23.0		21		24		7	
	Jun. 30, 1860		13.2		20		14		386	
	Jan. 31, 1870		132.0		10		6		411	
	Jun. 30, 1869		6.0		7		10		116	
	Nov. 30, 1869		23.0		1.8		14		94	
	Jun. 30, 1869		8.3		166		88		36,230	
	Jun. 30, 1869		387.3		16.0		207		15,163	
	Dec. 31, 1869		237.0		48.7		21		16	
	May 31, 1870		95.0		15.0		45		541	
2d Track on 1 Siding.	Dec. 31, 1869		1.6		1.6		1.7		3	
	Sept. 30, 1869		15.0		0.5		136		3	
	Sept. 30, 1869		8.0		329.0		315		149	
	Sept. 30, 1869		30.0		110.0		20		20	
	Oct. 31, 1869		26.0		8.0		23		6	
	Dec. 31, 1869		67.0		8.0		28		6	
	Dec. 31, 1869		59.0		5.0		4		3	
	Dec. 31, 1869		21.0		—		—		40	
	Sept. 30, 1869		15.0		16.0		16.5		116	
	Sept. 30, 1869		1.6		1.6		1.7		1	
Branch Line.	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
Main Line.	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
Years ending.	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
Years ending.	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
Years ending.	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
Years ending.	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1.6		1.6		1.7		1	
	Sept. 30, 1869		1							

Property and Assets.		Liabilities.	
		Surplus Income.	
		Accounts.	
	Bonds.		
	Stocks.		
Accounts and Cash.		4,188,000	915,000,120,948
Railroad.	2,146,570		
	7,183,162	2,149,200	4,175,000
Rolling Stock.	7,913,632	2,169,550	7,656,564
	800,000	246,018	425,000
Assets	566,000	1,232,200	160,000
	1,200,236	30,000,000	47,000
Stocks.	47,943	3,940,480	20,000,000
	—	1,705,225	102,991
Stocks.	—	2,484,900	348,982
	—	134,720	70,150
Stocks.	—	711,871	281,976
	217,345	1,680,000	357,461
Stocks.	101,190,943	1,680,000	1
	24,186,526	377,661	
Stocks.	5,026,461	1,680,000	
	1,680,000	—	
Stocks.	1,701,776	51,571	125,000
	2,946,852	286,895	173,651
Stocks.	1,120,000	67,600	668,811
	602,346	902,000	
Stocks.	2,160,018	100,000	902,636
	2,860,000	807,397	
Stocks.	3,646,658	751,902	2,484,621
	—	18,161,800	2,390,406
Stocks.	618,158	559,882	2,894,560
	2,653,300	286,631	1,000,976
Stocks.	6,171,986	16,656	36,942
	3,700,000	604,422	500,422
Stocks.	8,449,388	—	2,285,000
	1,449,388	—	683,500
Stocks.	7,008,201	—	4,727,717
	8,000,180	—	6,000,000
Stocks.	8,398,088	—	4,000,000
	532,127	—	
Stocks.	3,000,000	—	2,360,000
	600,000	—	936,000
Stocks.	12,100,000	—	3,635,000
	12,361,167	—	9,761,335
Stocks.	568,110	—	5,000,000
	8,082,169	—	1,120,805
Stocks.	712,362	—	980,000
	1,454,779	—	332,925
Stocks.	809,000	—	300,000
	758,854	—	202,205
Stocks.	3,892,110	—	426,900
	3,402,000	—	445,350
Stocks.	16,000,000	—	1,701,000
	16,000,000	—	8,000,000
Stocks.	4,703,877	—	4,668,800
	10,871,742	—	708,000
Stocks.	1,371,900	—	15,000,000
	11,537,040	—	3,400,000
Stocks.	5,505,935	—	30,000,000
	7,034,942	—	40,097,290
Stocks.	4,722,975	—	58,866,777
	4,700,000	—	1,000,000
Stocks.	224,138	200,067	3,250,000
	—	255,175	725,856
Stocks.	—	380,000	225,000
	—	291,222	
Stocks.	—	—	3,388,692
	313,666	68,325	2,086,925
Stocks.	—	—	807,000
	—	—	437,500
Stocks.	—	—	871,900
	—	—	8,767,643
Stocks.	—	—	1,16,697
	—	—	51,421
Stocks.	—	—	758,862
	—	—	2,044,624
Stocks.	—	—	696,722
	—	—	19
Stocks.	—	—	225,000
	—	—	4
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000
Stocks.	—	—	3,388,396
	—	—	1,360,000
Stocks.	—	—	3,027,450
	—	—	2,063,000

Value of Shares		Market.		Dividends.		Earnings.		Operations.		Carried one mile.	
Par.	Market.	Per C.	Per C.	Per C.	Per C.	Per C.	Per C.	Per C.	Per C.	Freight.	Passen- gers.
		Net		Gross.						Tons.	Number.
21,132	0	264,295	35,511	1,485	1,485	100	100	100	100	229,735	229,735
42,1316	0	7,020,585	668	668	668	100	100	100	100	7,020,585	7,020,585
118,080	0	1,214,550	1,214,550	1,204,777	1,204,777	100	100	100	100	116,477	116,477
(Leased to Ohashib	e.)	116,477	116,477	7,110	7,110	100	100	100	100	116,477	116,477
7,344,135	42,652,418	519,717,106	519,717,106	502,966	502,966	119,162	8	100	95	502,966	502,966
461,475	0	164,340	164,340	164,340	164,340	721,188	721,188	100	100	164,340	164,340
(Operated by Bon	holders.)	106,801	106,801	22,608	22,608	1,452	1,452	100	100	22,608	22,608
(Operated by Bon	holders.)	44,218	44,218	42,000	42,000	7	100	100	100	42,000	42,000
(Leased to Fall Brook Coal	Co.)	7,640,721	7,640,721	5,785,067	5,785,067	814,114	814,114	100	100	5,785,067	5,785,067
(Leased to Fall Brook Coal	Co.)	1,618,039	1,618,039	4,854,360	4,854,360	561,616	561,616	100	100	4,854,360	4,854,360
390,566	0	7,510,140	7,510,140	4,187,460	4,187,460	542,564	542,564	100	100	4,187,460	4,187,460
500,671	0	11,683,212	11,683,212	6,934,212	6,934,212	450,293	450,293	100	100	6,934,212	6,934,212
454,863	22,606,449	1,049,126	1,049,126	1,866,688	1,866,688	911,451	911,451	100	100	1,866,688	1,866,688
121,067	0	1,049,126	1,049,126	1,049,126	1,049,126	177,569	177,569	100	100	1,049,126	1,049,126
986,627	0	1,882,298	1,882,298	920	920	100	100	100	100	920	920
(Leased and operated by Erie.)	(Leased and operated by Erie.)	49,175	49,175	14,867	14,867	100	100	100	100	14,867	14,867
(No return 175 miles recent	(No return 175 miles recent	ly complete led.)	ly complete led.)	627,627	627,627	100	100	100	100	627,627	627,627
28,605	664,730	0	0	4,259,064	4,259,064	1,267,426	1,267,426	10	100	4,259,064	4,259,064
(Leased and operated by Erie.)	(Leased and operated by Erie.)	229,609	229,609	320,677	320,677	124,683	124,683	100	100	320,677	320,677
(Leased & oper. by Erie.)	(Leased & oper. by Erie.)	4,361,452	4,361,452	212,824	212,824	92,010	92,010	100	100	212,824	212,824
(Leased and oper. by Erie.)	(Leased and oper. by Erie.)	114,160	114,160	1,199,260	1,199,260	100	100	100	100	1,199,260	1,199,260
80,576	0	1,199,260	1,199,260	100	100	100	100	100	100	1,199,260	1,199,260
807,310	0	1,199,260	1,199,260	100	100	100	100	100	100	1,199,260	1,199,260
(Leased to Erie & N. Centr.)	(Leased to Erie & N. Centr.)	16,615,195	16,615,195	100	100	100	100	100	100	16,615,195	16,615,195
974,915	0	9,985,213	9,985,213	17,409,207	17,409,207	100	100	100	100	9,985,213	9,985,213
(Leased and operated by Erie & N. Centr.)	(Leased and operated by Erie & N. Centr.)	2,849,227	2,849,227	5,070,822	5,070,822	2,077,329	2,077,329	100	100	5,070,822	5,070,822
(No returns)	(No returns)	403,785	403,785	177,249	177,249	100	100	100	100	177,249	177,249
(Leased to Erie & N. Centr.)	(Leased to Erie & N. Centr.)	30,000	30,000	18,438	18,438	6	100	100	100	18,438	18,438
(No returns published)	(No returns published)	42,760	42,760	18,438	18,438	100	100	100	100	18,438	18,438
468,288	3,844,808	10,070,527	10,070,527	617,714	617,714	84,472	84,472	100	100	617,714	617,714
(Leased to Erie & N. Centr.)	(Leased to Erie & N. Centr.)	2,643,387	2,643,387	1,000,000	1,000,000	2,331	2,331	60	60	2,331	2,331
563,750	0	52,565,682	52,565,682	12,155,225	12,155,225	7,723,204	7,723,204	100	100	7,723,204	7,723,204
167,126	0	52,565,682	52,565,682	116,574,747	116,574,747	1,965,206	1,965,206	100	100	1,965,206	1,965,206
3,227,404	44,017,275	180,683,871	180,683,871	81,123,475	81,123,475	61,493,927	61,493,927	100	100	61,493,927	61,493,927
498,270	0	5,000,000	5,000,000	1,191,457	1,191,457	100	100	100	100	1,191,457	1,191,457
133,560	2,500,000	6,600,000	6,600,000	223,967	223,967	1,000,110	1,000,110	100	100	223,967	223,967
(Leased and operated by Erie & N. Centr.)	(Leased and operated by Erie & N. Centr.)	3,227,404	3,227,404	2,052,740	2,052,740	8,288	8,288	100	100	8,288	8,288
251,442	0	8,288,290	8,288,290	6,600,000	6,600,000	1,000,110	1,000,110	100	100	6,600,000	6,600,000
(Leased to Ind., C. I. and L. & F.)	(Leased to Ind., C. I. and L. & F.)	1,000,110	1,000,110	28,306	28,306	100	100	100	100	28,306	28,306
563,444	5,444,455	2,500,000	2,500,000	165,405	165,405	100	100	100	100	165,405	165,405



## RAILROAD SHARE LIST, including Mileage. Rolling Stock. Debts. Income, Dividends, &c., &c.

Lung Growth in the Human Fetus

Abstract of General Balance Sheet.											
Value of Shares.		Market. Par.		Dividends.		Earnings.		Operations.			
				Dividends.		Net.		Carried one mil.			
						Gross.		Operations.			
						Freight.		Carried one mil.			
						Passenger.		Operations.			
						Trains Moved.		Carried one mil.			
						Railroad Operated.		Operations.			
						Surplus Income.		Operations.			
						Accounts.		Operations.			
						Bonds.		Operations.			
						Stocks.		Operations.			
						Accounts and Cash.		Operations.			
						Assets.		Operations.			
						Rolling Stock.		Operations.			
						Railroad.		Operations.			
						Companies.		Operations.			
						Freight.		Operations.			
						Passenger.		Operations.			
						Trains Moved.		Operations.			
						Railroad Operated.		Operations.			
						Surplus Income.		Operations.			
						Accounts.		Operations.			
						Bonds.		Operations.			
						Stocks.		Operations.			
						Accounts and Cash.		Operations.			
						Assets.		Operations.			
						Rolling Stock.		Operations.			
						Railroad.		Operations.			
						Companies.		Operations.			
						Freight.		Operations.			
						Passenger.		Operations.			
						Trains Moved.		Operations.			
						Railroad Operated.		Operations.			
						Surplus Income.		Operations.			
						Accounts.		Operations.			
						Bonds.		Operations.			
						Stocks.		Operations.			
						Accounts and Cash.		Operations.			
						Assets.		Operations.			
						Rolling Stock.		Operations.			
						Railroad.		Operations.			
						Companies.		Operations.			
						Freight.		Operations.			
						Passenger.		Operations.			
						Trains Moved.		Operations.			
						Railroad Operated.		Operations.			
						Surplus Income.		Operations.			
						Accounts.		Operations.			
						Bonds.		Operations.			
						Stocks.		Operations.			
						Accounts and Cash.		Operations.			
						Assets.		Operations.			
						Rolling Stock.		Operations.			
						Railroad.		Operations.			
						Companies.		Operations.			
						Freight.		Operations.			
						Passenger.		Operations.			
						Trains Moved.		Operations.			
						Railroad Operated.		Operations.			
						Surplus Income.		Operations.			
						Accounts.		Operations.			
						Bonds.		Operations.			
						Stocks.		Operations.			
						Accounts and Cash.		Operations.			
						Assets.		Operations.			
						Rolling Stock.		Operations.			
						Railroad.		Operations.			
						Companies.		Operations.			
						Freight.		Operations.			
						Passenger.		Operations.			
						Trains Moved.		Operations.			
						Railroad Operated.		Operations.			
						Surplus Income.		Operations.			
						Accounts.		Operations.			
						Bonds.		Operations.			
						Stocks.		Operations.			
						Accounts and Cash.		Operations.			
						Assets.		Operations.			
						Rolling Stock.		Operations.			
						Railroad.		Operations.			
						Companies.		Operations.			
						Freight.		Operations.			
						Passenger.		Operations.			
						Trains Moved.		Operations.			
						Railroad Operated.		Operations.			
						Surplus Income.		Operations.			
						Accounts.		Operations.			
						Bonds.		Operations.			



**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

figures that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running does (---) signify "not ascertained."

RECOMMENDED OPERATING PROCEDURE FOR THE PRINTED PAGE RECORDER

## Abstract of General Balance Sheet

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## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	COMPANIES.				Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.			
				No.	No.	Share	Bonded Debt.	Floating Debt.	Gross.	Net.	p. c.	Par.	Paid.	Market.		
Sept. 30, '70	7.25	94	14	Albany	N.Y.	156,100	110,300	40,000	87,061	22,593	5	100	100	\$		
Sept. 30, '70	0.96			Albany st. Freight (B'ton).Mass.	Mass.	47,765	75,000	1,136	2,654	557	—	100	100	—		
Oct. 31, '70	3.41	11	4	Allentown	Pa.	30,118	30,500		12,733	1,886	—	100	100	—		
Dec. 31, '69	31.00	479	73	Baltimore City	Md.				480,046	—	6	100	100	224		
Sept. 30, '70	22.00	412	53	Bleeck, st. & F.F. (N.Y.C.)N.Y.	N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,823	—	100	100	384	
Sept. 30, '70	3.36			Boston and Chelsea	Mass.	110,000	110,000		4,400	4,004	4	100	100	384		
Sept. 30, '70	2.75			Boston & West Roxbury	Mass.	41,000	41,000				—	100	100	—		
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)	N.Y.	315,320	200,000	100,000	8,782	150,876	26,576	12	100	100	—	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.)N.Y.	N.Y.	633,894	2,100,000	1,500,000	100,000	707,983	24,248	6	100	100	—	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I.N.Y.	N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	—	
Sept. 30, '70	12.00	1412	297	Brooklyn City	N.Y.	1,023,878	1,500,000	300,000	156,350	1,334,084	115,633	12.0	100	100	—	
Sept. 30, '70	24.33	211	49	B'klyn City Hun. P. & P.P.N.Y.	N.Y.	635,864	300,000	379,000	30,448	166,955	24,058	—	100	100	—	
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown	N.Y.	600,000	600,400		24,048	150,922	23,853	—	100	100	—	
Sept. 30, '70	6.00			B'klyn Flath & Coney Isl.N.Y.	N.Y.	103,000	183,000	100,000	(Open ed Oct. 1, 1870.)			—	100	100	—	
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica	N.Y.	1,238,100	485,100	800,000				—	100	100	—	
Sept. 30, '70	4.50			Brooklyn Rockaway Blh. N.Y.	N.Y.	20,793	145,500	84,500	3,000	34,357	18,241	—	100	100	—	
Sept. 30, '70	15.21	182	52	Buffalo street	N.Y.	415,121	73,000	341,464	14,927	164,022	19,466	—	100	100	—	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn)	N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7	100	100	—	
Sept. 30, '70	27.43			Cambridge (Boston)	Mass.	734,671	72,800	150,000	74		9.0	100	100	103		
Sept. 30, '70	3.20	20	4	Central City (Syracuse)	N.Y.	29,334	21,130	6,000		18,738	5,035	10	100	100	—	
Sept. 30, '70	38.00	761	141	Cent. P. & N. & E. (N.Y.C.)N.Y.	N.Y.	1,629,175	108,400	626,000	60,199	618,136	56,485	—	100	100	—	
Sept. 30, '70	25.00			Citizens' (10th & 11th st.) (Ph.) Pa.	Pa.	207,264	192,750			261,773	76,780	36.3	50	19	—	
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg)	Pa.	244,855	184,000	50,000	7,700	155,150	42,598	16.3	50	44	—	
Sept. 30, '70	14.85	210	18	Coney Island (Brooklyn)	N.Y.	647,363	500,000	214,000	39,238	147,089	17,414	—	100	100	—	
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	N.Y.	909,871	1,200,000	700,000	30,000	709,274	21,300	8	100	100	—	
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia	N.Y.	42,851	34,825			8,544	4,106	7	100	100	—	
Sept. 30, '70	11.75			East New York & Jamaica	N.Y.	257,698	171,700	82,700	1,819	27,701	4,241	—	100	100	—	
Oct. 31, '70	1.63	12	3	Easton and S. Easton	Pa.	25,230	29,582			9,769	2,577	5.0	25	20	—	
Sept. 30, '70	18.00	867	101	Eighth Avenue (N.Y. City)	N.Y.	1,544,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	—	
Dec. 31, '70	6.00			Elizabeth & Newark	N.J.	224,749	26,000			24,738	34,986	11,129	5.5	100	100	
Oct. 31, '70	2.27	19	5	Erie C'ly.	Pa.	32,291	19,807	20,296		16,143		50	9	—	—	
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse)	N.Y.	44,763	29,335	10,000		12,327	2,185	—	100	100	—	
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. F.C.N.Y.C.N.Y.	N.Y.	1,052,479	748,000	215,000		384,800	93,276	10.0	100	100	—	
Oct. 31, '70	17.04	301	45	Frankford & Southwark	Ph.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49	45	
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.)N.Y.	N.Y.	59,354	42,500	12,700		13,503	1,139	—	100	100	—	
Nov. 31, '70	34.25	360	60	Germanatown (Phila.)	Pa.	562,270	307,545	350,000		356,759	102,350	19.5	50	15	338	
Oct. 31, '70	5.40	155	25	Girard College (Phila.)	Pa.	174,657	170,000			161,905	37,685	6.0	50	17	45	
Sept. 30, '70	9.00	91	15	Gr'd st. & Newtown (Bk'n)N.Y.	N.Y.	270,000	170,000	90,000		89,627	8,1-6	2	100	100	—	
Dec. 31, '70	7.25	202	40	Green and Coates (Phila.)Pa.	Pa.	243,615	150,000	100,000		180,211	32,244	6.0	50	48	12	
Sept. 30, '70	10.00	112	24	Harrim.Br. Morr. & F'dham	N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	—	
Oct. 31, '70	2.14	11	4	Harrisburg City	Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	214	
Oct. 31, '70	14.10	336	56	Heast, Mant. & F'mount (Ph.)Pa.	Pa.	471,248	306,338	184,400	1,000	262,890	49,315	6.5	50	7	—	
Sept. 30, '70	3.56	27	9	Kingston and Rondout	N.Y.	79,833	75,000			22,120	3,252	—	100	100	—	
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.) Pa.	Pa.	168,555	105,000	62,500		100,785	9,201	—	25	10	36	
Sept. 30, '70	3.82	50	59	Lowell Horse	Mass.	49,180	55,830			26,181	2,431	—	100	100	—	
Sept. 30, '70	11.75	239	35	Lynn and Boston	Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20	
Sept. 30, '70	3.41			Malden and Melrose (Bttn.) Mass.	Mass.	60,246	200,000	45,872		16,740	Loss.	—	100	100	12	
Sept. 30, '70	0.91			Marginal Freight (Boston)	Mass.	191,834	191,500			100	100	—	100	100	304	
Sept. 30, '70	3.07			Medford & Charleat (Bttn.) Mass.	Mass.	36,000	21,000	4,000		1,120	—	—	100	100	—	
Sept. 30, '70	4.88	43	6	Merrimac Valley	Mass.	42,206	50,000			6,174	23,375	—	100	100	30	
Sept. 30, '70	33.65	914	170	Metropolitan (Boston)	Mass.	1,624,594	1,250,000			297,271	685,303	99,519	10.9	100	100	754
Sept. 30, '70	7.29	247	49	Middlesex (Boston)	Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	75	
Dec. 31, '70	3.40	181	18	Newark and Irvington	N.J.	50,867	30,000	15,000	2,402	34,807	2,962	—	100	100	—	
Sept. 30, '70	12.20	180	53	Ninth Avenue (N.Y. City)	N.Y.	476,598	79,320	167,000		124,733	3,330	—	100	100	—	
Sept. 30, '70	3.22	16	5	Northampton & Wmburg	Mass.	300,000	300,000			3,853	9,393	Loss.	—	100	100	
Sept. 30, '70	2.16	216	2	North Woburn (Boston)	Mass.	24,012	25,000	8,000	3,195	1,920	1,324	—	100	100	30	
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Ph.) Pa.	Pa.	121,997	59,500	17,000	50,183	55,955	—	—	100	100	30	
Dec. 31, '70	17.29	167	28	Orange and Newark	N.J.	89,722	282,555	546,000	76,695	195,357	37,874	—	100	100	30	
Dec. 31, '70	3.81	35	10	Passenger (Cin.)	—	100,000	100,000			100	100	—	100	100	30	
Nov. 31, '70	9.66	30	15	Peoples' street (Scranton)	Pa.	134,917	125,500			42,205	6,185	5.0	50	5	30	
Dec. 31, '70	12.08	376	36	Philadelphia City (C. & W.) Pa.	Pa.	450,233	225,000	200,000	25,231	321,866	52,994	2.8	50	15	52	
Dec. 31, '70	5.65	129	25	Philadelphia & Darby	Pa.	257,000	200,000	57,000		14,000	8,400	4.0	20	20	31	
Dec. 31, '70	8.25	154	28	Ph'g, Allegheny & Manchest	Pa.	144,202	140,600	23,000		144,003	41,254	11.4	50	35	31	
Oct. 31, '70	0.00	100	16	Pittsburg and Birmingham	Pa.	132,615	100,000	10,600	52,248	48,200	3,200	12.0	50	44	12	
Dec. 31, '70	6.88	92	16	Portland	Me.	160,300	160,300		600	45,007	12,809	7	100	100	21	
Oct. 31, '70	8.00	50	51	Ridge Av. & Manayunk	Ph.	182,540	120,500	63,300	10,000	36,970	2,000	2.0	50	25	15	
Sept. 30, '70	10.00	72	70	Rochester and Brighton	N.Y.	91,626	60,000	29,000	7,208	34,015	Loss.</					

## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate	Paid	Mark's	Per cent.
<b>RAILROAD STOCKS:</b>						
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	...	...	...	
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	...	
Baltimore and Ohio, pref.	3,000,000	6	6	...	...	
Berkshire, guaranteed.	600,000	7	7	...	...	
Blossburg and Corning,* guar.	250,000	5	5	...	...	
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	...	
Buffalo, N. York and Erie,* guar.	950,000	7	7	74	...	
Camden and Atlantic, pref.	753,895	7	7	...	...	
Catavissa,* pref. and guar.	2,200,000	7	7	95	...	
Cayuga and Susquehanna, guar.	589,110	...	9	...	...	
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...	...	
Central (Ohio), preferred.	400,000	7	7	29	...	
Chesunuc, guar.	380,000	8	6	...	...	
Cheshire, pref. ferred.	2,017,815	7	3	5	...	
Chicago and Alton, pref.	2,425,400	7	10	124	...	
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	...	...	...	
Chicago and Northwestern, pref.	20,370,293	7	7	92	...	
Cleveland and Mahoning,* guar.	2,056,000	7	7	...	...	
Cleveland and Toledo,* † guar.	6,250,000	3	...	...	...	
Cocheco, preferred.	177,750	8	...	...	...	
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91	...	
Cumberland Valley, 1st pref.	241,900	8	8	114	...	
" " 2d pref.	242,000	8	8	...	...	
Delaware,* guaranteed.	594,391	6	6	...	...	
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	...	...	
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97	...	
Dubuque Southwestern, pref.	320,308	7	7	...	...	
Eastern (N. H.),* guaranteed.	492,500	8	8	...	...	
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...	...	
Elmira and Williamsport,* guar.	500,000	5	5	...	...	
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	90	...	
Erie, preferred.	8,536,910	7	7	58	...	
Evansville and Crawfordsville pref.	100,000	...	...	...	...	
Hannibal and St. Joseph, pref.	5,078,224	...	79	...	...	
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...	...	
Housatonic, preferred.	1,180,000	8	4	106	...	
Huntington & Broad Top Mountain, preferred.	190,750	7	3	26	...	
Joliet and Chicago,* guar.	1,500,000	7	7	...	...	
Joliet and Northern Indiana,* guar.	300,000	8	8	...	...	
Lackawanna and Bloomsburg pref.	500,000	7	...	...	...	
Leeds and Farmington,* guar.	500,000	7	...	5	...	
Little Schuylkill,* guar.	2,646,100	7	7	...	...	
Louisville, Cincinnati and Lexington preferred.	848,700	9	9	87	...	
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	30	...	
" " 2d pref.	4,051,744	6	...	9	...	
Manchester and Lawrence,*	1,000,000	...	9	...	...	
Michigan Southern, guaranteed.	5,860,800	10	10	...	...	
Mill Creek and Mine Hill,* guar.	323,375	10	10	...	...	
Milwaukee and St. Paul, preferred.	9,744,288	7	7	81	...	
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	...	...	
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...	...	
New Haven and Northampton*.	1,344,000	...	2	...	...	
New York and Harlem, pref.	1,500,000	8	8	128	...	
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...	...	
North Eastern (S. C.) preferred.	155,000	8	8	...	...	
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104	...	
Ohio and Mississippi, pref.	3,500,000	7	7	79	...	
Paterson and Hudson, guar.	630,000	8	8	...	...	
Paterson and Ramapo,* guar.	243,000	5	...	...	...	
Peoria and Bureau Valley,* guar.	1,200,000	6	...	...	...	
Philadelphia and Erie,*	5,996,700	...	...	...	...	
Philadelphia and Reading, pref.	1,551,800	10	...	...	...	
Philadelphia and Trenton,* guar.	1,099,120	10	...	...	...	
Pittsfield and North Adams,* guar.	450,000	6	6	...	...	
Potl. & Kennebec (Yarmouth) guar.	20,000	6	6	...	...	
Portland, Sago & Portmouth,* guar.	1,500,000	6	6	...	...	
Portsmouth and Concord*.	350,000	7	7	...	...	
Richmond, Fredericksburg & Potomac, guaranteed.	142,900	7	7	...	...	
Rochester and Genesee Valley*.	557,500	7	7	...	...	
Rutland, preferred.	2,040,000	7	7	57	...	
St. Louis, Alton and T. II., pref.	445,510	6	6	30	...	
Sandusky and Cincinnati, pref.	576,000	5	5	...	...	
Schuylkill Valley,* guar.	869,450	5	5	...	...	
Shenango Valley & Pottsville,* guar.	1,300,000	7	...	...	...	
Tol. Peoria & Warsaw (W. D.) pref.	1,700,000	7	...	...	...	
" " (K. D.) pref.	1,000,000	7	7	82	...	
Toledo, Wabash and Western, pref.	274,000	7	7	...	...	
Troy and Greenbush,* guar.	2,500,000	8	8	...	...	
Vermont and Canada,* guar.	1,408,300	7	7	...	...	
Warren,* guar.	200,000	5	5	...	...	
White Mountains,* guar.	317,050	...	2	...	...	
<b>CANAL STOCKS:</b>						
Delaware Division,* guar.	1,623,350	8	8	...	...	
Morris, prefer'd.	1,175,000	10	10	120	...	
Schuykill Navigation, pref.	2,388,997	6	6	354	...	
Union, preferred.	...	6	...	2	...	...
<b>MISCELLANEOUS STOCKS:</b>						
Cumberland Coal, pref.	6,774,400	7	7	54	...	...

WHOLESALE PRICE CURRENT.	
IRON—DUTY: Bars, 1 to 1 1/4 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/4 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/4 to 1 1/2 cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1.....	per ton 31 50 @ 36
Pig, American, No. 1.....	35 @ 36
Pig, American, No. 2.....	33 @ 34
Pig, American, Forge.....	31 @ 32
Bar, Refined, English and American.....	73 @ 74
Bar, Swedes, assorted sizes.....	(gold) 85 @ 100

STOCK PRICES.	
Bar, Swedes, ordinary sizes.....	105 @ 115
Bar, Refined.....	75 @ 80
Bar, Common.....	70 @ 72 50
Scroll.....	95 @ 125
Ovals and half-round.....	95 @ 120
Band.....	90 @ 95
Horse Shoe.....	95 @ 100
Rods, 1/8 to 1/16 inch.....	82 50 @ 120
Hoop.....	100 @ 140
Nail Rod.....	per lb. 10 @ 6
Sheet, Russia, as to No. 8.....	(gold) 12 @ 12
Sheet, Single D. and T. Common.....	4 1/2 @ 5
Rails, English.....	(gold) per ton 57 @ 60
Rail, American, at Works in Penna., c'y.....	59 @ 71
Anvils, (Haggle).....	per lb. currency. 8 @ 10

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 21 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.....	(2d and 1st quality) per lb. 15 @ 18
English Spring (2d and 1st quality).....	7 @ 10
English Blister (2d and 1st quality).....	10 @ 17
English Machinery.....	11 @ 18
English German (2d and 1st quality).....	10 1/2 @ 12
American Blister "Black Diamond".....	12 @ 12
American, Cast, Tool, do.....	15 @ 16
American, Spring, do.....	9 @ 11
American Machinery do.....	10 @ 11
American German do.....	9 @ 11

NAILS—DUTY: Cut, 14; Wrought, 24; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.	per 100 lb. 4 35 @ 4
Cut Spikes, all sizes.....	4 50 @ 4
Clinch.....	5 75 @ 6 25
Horse Shoe, Forged (No. 10 to 5).....	19 @ 31
Copper.....	36 @ 38

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold) per lb. 4 1/2 @ 41
Straits.....	(gold) 36 @ 36
English.....	(gold) 35 @ 35
Plates—Fair to good brands. —Gold—	Currency.
I. C. Charcoal.....	per box 8 6 1/2 @ 9 — 10 25 @ 10 75
I. C. Coke.....	7 50 @ 8 50 9 @ 10
Coke Terne.....	6 25 @ 7 50 7 25 @ 9
Charcoal Terne.....	8 @ 8 50 9 50 @ 10

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	per gall. 13 1/2 @ 13 1/2
Crude, 40 @ 47 gravity (in shipping order).....	17 1/2 @ 17 1/2
Refined, Standard White (in ship'g order).....	24 @ 24
Refined, prime White (in shipping order).....	24 @ 27
Refined, S. W. (in jobbing lots).....	26 @ 26
Refined, S. W. (in tin).....	28 @ 30
Naphtha, Refined, (65 @ 73 gravity).....	9 1/2 @ 10
Residuum.....	per bbl. 4 @ 6 —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 16 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2 1/2; all over that, 3 cents per lb.

GLASS—DUTY: Cylinder or Window Polished Plate, per gallon.

(Single Thick).....	(Old List, Aug. 20th.)
6 by 8 to 7 by 9.....	\$7 75
8 by 10 to 10 by 15.....	\$8 25
11 by 14 to 12 by 18.....	9 75
14 by 16 to 16 by 24.....	10 50
18 by 22 to 18 by 30.....	12 25
20 by 30 to 24 by 30.....	15 00
24 by 31 to 24 by 36.....	16 50
25 by 36 to 30 by 44.....	17 50
30 by 46 to 32 by 48.....	20 00
32 by 50 to 32 by 56.....	22 00
Above.....	25 00

(T—e above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick)..... (New List, Aug. 20th.)

6 by 8 to 8 by 10.....	4 qts. per 50 feet 10 @ 7 75
8 by 11 to 10 by 15.....	4 qts. 10 50 @ 8
11 by 14 to 12 by 18.....	12 @ 9 25
14 by 16 to 16 by 24.....	12 50 @ 9 75
18 by 22 to 18 by 30.....	15 @ 10 50
20 by 28 to 24 by 30.....	18 50 @ 12 50
26 by 34 to 26 by 40.....	19 50 @ 12 50
28 by 38 to 28 by 44.....	21 50 @ 16
28 by 46 to 30 by 48.....	22 @ 16 50
30 by 50 to 32 by 52.....	23 @ 17
32 by 54 to 34 by 56.....	24

## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9

FEDERAL STOCKS:—							
U. S. 6s, 1874, reg.	110						
U. S. 6s, 1874, coup.	110						
U. S. 5s, 10-40s, coup.	113						
U. S. 5s, 10-40s, reg.							
U. S. 6s, 1881, reg.	116	116	116	116	116	116	116
U. S. 6s, '81, O. W.	116	116	116	116	116	116	116
U. S. 6s, 5-20s, reg. '92, 114	114	114	114	114	114	114	114
U. S. 6s, 5-20s, c. 1862,							
U. S. 6s, 5-20s, reg. '94.							
U. S. 6s, 5-20s, c. 1864.							
U. S. 6s, 5-20s, reg. '95.							
U. S. 6s, 5-20s, c. 1865.	114	114	114	114	114	114	114
U. S. 6s, 5-20s, r. n. '95, 112							
U. S. 6s, 5-20s, c. n. '95.	112	112	112	112	112	112	112
U. S. 6s, 5-20s, reg. '97, 112	112	112	112	112	112	112	112
U. S. 6s, 5-20s, c. 1867, 113	113	113	113	113	113	113	113
U. S. 6s, 5-20s, reg. '98.							
U. S. 6s, 5-20s, c. '98, 113	113	113	113	113	113	113	113
U. S. 6s, Pac.R.R. issue.	114	114	114	114	114	114	114

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8

Catawissa							
.. preferred	47						
Camden and Amboy	126						
.. 6s, 1875							
.. 6s, 1883	90	90	90	90	90	90	90
.. 6s, 1889							
.. mort. 6s, '99 96	96						
Elmira & Williamsport							
.. pref.							
.. 7s.	96						
Lehigh Navigation	38	38	38	38	38	38	38
.. 6s, 1884							
.. Gold L.	91	92	91	91	91	91	91
.. R. R. L.	91						
.. Conv. L.							
Lehigh Valley R. R.	60	61	61	61	61	61	61
.. 6s new coup.							
.. 6s new reg.							
Little Schuylkill R. R.	46						
.. 7s.							
Minehill							
Morris Canal							
.. pref.							
.. 1st mort.							
North Pennsylvania	50	50	50	50	50	50	50
.. 6s, 1880							
.. 7s.	99						
.. 10s, 1887							
Northern Central							
Oil Creek & Alleg. Riv.	49						
.. 7s.							
Pennsylvania R. R.	61	61	61	61	61	61	61
.. 1st M.							
.. 2d M.							
.. Gen. mort.	94	93	93	93	93	93	93
Penn. State, 6s, 1st series	96	96	96	96	96	96	96
.. 6s, 2d series.	102						
.. 6s, 3d series.	105	105	105	105	105	105	105
.. 6s, W. L.	108						
Philadelphia City	100	100	100	100	100	100	100
.. new	101	101	101	101	101	101	101
Philad. Germ. & Nor.							
Phil. & Reading	56	57	56	57	56	57	57
Philadelphia and Erie							
.. 6s.							
.. 7s.							
Schuylkill Navigation							
.. pref.							
.. 6s, 1882	80	80	80	80	80	80	80
.. 6s, 1876							
.. 6s, 1872							
Susq. Canal							
.. 6s, 1878							
Union Canal, 6s, 1878.							
Hestonville, (Horse)							
Chestnut & Wal.							
Green & Coates							
2d and 3d streets							
Spruce and Pine							
13th and 16th sts.							

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8

Baltimore City 6s, 1875							
.. 1880	99	99	99	99	99	99	99
.. 1890	98	98	98	98	98	98	98
.. 1884							
.. 1900							
Balt and Ohio							
.. bonds, 1875.							
.. .. 1880.	96						
.. .. 1885.							
Marietta & Cln. 1st M.	95	95	95	95	95	95	95
.. 2d M.	84	84	84	84	84	84	84
.. 3d M. 8s.							
Northern Central	40						
.. bonds, 1885.							
.. .. 1900.							
N. W. Va. 1st mort.							
.. 2d mort.							
.. 3d mort.							
City Passenger R. R.							
.. 90							

## Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9

Boston and Albany							
Boston and Lowell	153	153	152	153	152	153	152
Boston and Maine	147	147	147	147	147	147	147
Boston and Providence							
Boston, Hartford & Erie							
Cheshire, pref.	28	28	28	28	29	29	29
Concord							
Connecticut River	143						
Eastern	120	120	120	120	120	120	120
Fitchburg	138						
Manchester & Lawr'ce							
Michigan Central	120	120	120	120	120	120	120
Northern, N. H.							
Ogdens & Lake Champlain							
.. pref.							
Old Colony & Newport	103	104	104	104	104	104	104
Ph. Wil. & Baltimore		54	55	54	54	54	54
Portl'd, Saco & Ports.							
Union Pacific	20		29	31	31	32	32
" 6s.	86	87					
" Land Grant 7s.		80	81	81	81	81	81
" Income 10s. 7s.			83	83	83	83	83
Vermont & Canada		101	101	101	101	101	101
Vermont & Mass.		77					
South Boston (Horse)							
Cambridge			75	75	75	75	75
Middlesex							
Central Mining Co.							
Copper Falls	11		11	11	11	11	11
Franklin	6	6	6	6	6	6	6
National	2						
Pewabic	41	51	51	51	51	51	51
Quincy	27	27	28	27	27	27	27

## London Stock Exchange.

Closing Prices.

July 28.

July 21.

Atl. & Gt. West, N. Y. see 7 per cent							
1st mort, 1880.	85	90	85	90	85	90	85
Do. do., 2d mort, 1881.	75	80	75	80	75	80	75
Do. Penn, 1st mort., 1877.	85	90	85	90	85	90	85
Do. do., 2d mort., 1882.	75	80	75	80	75	80	75
Do. Consol. 7 per cent. mort. 1890.	43	44	42	43	43	44	43
Detroit and Milwaukee 1st mort. 7s.	69	71	69	71	69	71	69
Do. 2d mort. 8 p. c.	69	72	69	72	69	72	69
Erie shares 100 dol. all paid.	23	23	23	23	23	23	23
Do. sterl. 6 p. c. convertible bonds	66	68	66	68	66	68	66
Illinois Central, 6 per cent., 1875.							
Do. Redemption mort. bonds 6 p. c. 101.	103	101	103	101	103	101	103
Penn. R. R. bonds, 2d mort. 6 per cent. 100.	102	99	102	99	102	99	102
Do. General mort. 6 p. c. 1910.	93	94	93	94	93	94	93
Do. \$50 shares.	50	52	50	52	50	52	50
Philadelphia and Erie 1st mort. 1881.	95	97	94	96	95	97	96
Do. with option to be paid in Phila.	95	97	94	96	95	97	96

## American Railroad Journal.

Saturday, August 12, 1871.

now hold \$16,589,668 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of \$1,963,030 of specie and \$45,473 of currency, as the result of the week's business. The receipts of the office were \$4,621,533 in coin, and \$4,777,807 in currency; payments, \$2,658,508 in coin, and \$4,732,835 in currency. The office received \$8,891,000 in coin or its equivalent, from customs; and disbursed \$705,161 of coin interest.

The specie reserve of the city banks according to the latest return is \$13,864,453, against \$26,742,592 same time last year. The city bank deposits are now \$252,892,427 against \$220,819,800 week ending August 6, 1870. The legal tender reserve amounts to \$73,892,443 against \$52,287,188 same time last year. The circulation now stands at \$30,236,623, against \$32,943,144 same time last year. The loans are now \$300,770,261, against \$281,182,144 at this date last year.

The U. S. Sub-Treasurer retired, last week, \$85,273 of coin certificates, received for customs. The U.

against \$8,578,271, same week preceding year. The shipments since January 1, 1871, have been \$51,508,016, against \$37,797,908 same time in 1870.

In the line of foreign exchange, business has been on a restricted scale and with a freer offering of bills, rates have been depressed, closing weak. Bankers' sixty day bills on London closed on Wednesday at 109½@109½; eight bills on London, 110½@110½.

The produce exports from this port, week ending with Aug. 8, were to the currency value of \$5,200,718.

Government securities have shown increased firmness, on a limited offering of nearly all issues, while the demand has been somewhat brisker. There has been a livelier export inquiry for the older issues of the Gold bearing bonds at buoyant prices.

On Wednesday afternoon, dispatches by cable from London, reported that Mr. Richardson, U.S. Ass't Secretary of the Treasury, now in the English capital, had successfully completed the negotiation of the unmarketed balance of the U. S. Five per cent. funding loan, with Messrs. Jay Cooke, McCulloch & Co. The immediate effect of the report in London was a sharp advance in the price of U. S. Securities, leading also to a general stiffening of values in the New York market.

Under the official programme for August, Government proposes to sell Gold, during the month, as follows: Thursday, August 10, \$2,000,000; Thursday, August 17, \$1,000,000; Thursday, August 24, \$2,000,000; Thursday, August 31, \$2,000,000. And buy in of Five Twenties, as follows: Wednesday, August 16, \$1,000,000; Wednesday, August 23, \$1,000,000; Wednesday, August 30, \$1,000,000.

On Wednesday, Government bought in only \$20,100 of Five-Twenties at 111 99, ex-interest. The amount of bonds offered was \$445,100 at 111 99@114 1/4.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116 7/8@117 1/8; U. S. Five-Twenties of 1862, 115@115 1/4; U. S. Five-Twenties of 1864 at 114@114 1/4; U. S. Five-Twenties of 1865, 114 3/8@114 1/2; U. S. Five-Twenties of 1866 consolidated, 112 3/4@112 7/8; U. S. Five-Twenties of 1867, 114 3/8@114 1/2; U. S. Five-Twenties of 1868, 113 3/4@114; U. S. Ten-forties at 118 5/8@118 5/8; U. S. Six per cent. currency bonds, 114 1/4@115.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 26.	Aug. 2.	Aug. 9.
Consols .....	98 5/8	98 1/2	98 3/4
U. S. 5-20's of 1862..	92 5/8	93	93 1/2
U. S. 5-20s, 1865....	92 1/4	92 1/4	93 1/2
" 1867....	91 1/8	91 1/8	92 1/2
" 10-40s .....	91 1/8	92	93
Erie.....	—	24 1/8	24 1/8

State bonds continue in moderate demand at about previous prices.

Railway bonds have been in request, mostly for investment purposes, at generally steady prices. The chief business has been through the commission houses. Central Pacific Sixes closed on Wednesday at 98 1/2@98 3/4. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in request at 92 per cent. and accrued interest. Union Pacific Sixes closed on Wednesday at 88.

The earnings of the Central Pacific R. R. in

June and July were \$1,614,475, against \$1,512,373 same months last year; and thus far in 1871, \$4,924,920, against \$4,210,463 same time in 1870, showing a gain of \$714,457 for the expired seven months of the current year.

Business in Railway and miscellaneous share property has been moderately active, with rather more spirit noticeable in the speculative dealings, and a stronger market as to values.

General business has been on a moderate scale, in most kinds of Produce, with considerable irregularity as to values. Flour closed heavy; Wheat and Corn, firmer; Provisions, depressed. Middling upland cotton closed on Wednesday at 19 3/8 cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,954,754 bales, against 2,881,663 bales same time last year; exports 3,123,188 bales, against 2,180,580 bales same time last year; stock at the ports at latest dates, 161,102 bales, against 106,474 bales same date 1870.

At the Live Stock Markets, Beeves have been in fair request at from 7@12 1/4 cts.; Veals at 4 1/2@10 1/2 cts.; Sheep at 4@6 1/2 cts.; Lambs at 6@8 1/2 cts.; Swine, 5@5 1/2 cts per lb., all live weight. The week's receipt, were 6,057 Beeves, 2,742 Veal Calves, 29,041 Sheep and Lambs; and 21,484 Swine.

Foreign goods have been in less demand as a rule, at about former prices. The week's imports of foreign goods reached \$6,441,548 including \$2,902,364 of dry goods.

Ocean freights have been less active owing to the scarcity of room and the firmness of ship-owners.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 18 1/2; do. Fund Act, 1866, 34; do. 1868, 31; Georgia 6s, 84; do., 7s, 92; do. 7s, gold bonds, 98 3/8; South Carolina 6s, new Jan. and July, 58 1/8; Ohio 6s, 1886, 106; do., 1881, 104 1/2; New York State 7s, Bounty Loan reg., 108 1/4; Louisiana 6s, Levee bonds, 70; St. Louis and Iron Mt. 1st mort., 92; Toledo, Peoria and Warsaw 1st mort., E. D., 88 1/2; do. W. D., 87; Clev., Paines. and Ash. old bonds, 95; Central of New Jersey new bonds, 101; Morris and Essex const. bonds, 92; New York Central 6s, sub. bonds, 90; Albany and Susquehanna 2d mort., 95; Galena and Chicago 1st mort., 100; Long Dock bonds, 90 1/2; Cedar Falls and Minnesota 1st mort., 88 1/4; South Side R. R., 75; New York and New Haven R. R., 155; Western Union Tel., 61 1/8; Brunswick City Land, 8 1/2; Adams Exp., 84 1/4; Wells-Fargo Exp., 46 3/4; Am. Mer. Union Exp., 56 1/2; U. S. Exp., 55 1/2; Consol. Coal of Md., 38 1/4; Maryland Coal, 80 1/4; American coal, 50; American Flag, gold, 0.15; Black Hawk gold, 0.40; Lacrosse gold, 0.20.

Philadelphia.—West Jersey R. R., 62 1/4; do. 7s, 108 1/4; Huntingdon and Broad Top Mt. R. R., 1st mort., 101; do., consol. bonds, 48; do. 2d mort., 86; Philadelphia and Reading 7s, 1893, 106; Wilmington and Reading, 7s, 99; Warren and Franklin 1st mort., 91; East Pennsylvania R. R., 40 1/4; Chesapeake and Delaware Canal, 39; St. Nicholas Coal, 2 1/4. The latest quotations are: City 6s, 101 1/2@102; do. free of tax, 101@101 1/2; State 5s, coupon, 100@100; do. 6s, W. L., 101 1/2@—; do. 1st series, 102 1/4@102 3/4; do. 2d series, 105

57 1/4; do. 7s, 1898, 106@105; do. mort. 6s, 1880, 98@—; Camden and Amboy, 126@126 1/2; do. mort. 6s, 1889, 95 1/2@96; do. 1888, 89@90; do. 1889, 89 1/2@90; Pennsylvania R. R., 61 1/2@61 1/4; do. 1st mort., 101@101; do. 2d mort., 100@101; do. General mort. coupon, 93 1/2@94 1/2; do. reg., 96@97; Little Schuylkill R. R., 46@46 1/2; Morris Canal, 51@51; do. pref., 120@—; do. 6s, 91@91 1/2; Susquehanna Canal, 9@11; do. 6s, 61@63; Schuylkill Nav., 9@9; do. pref., 17 1/2@17 1/4; do. 6s, 1882, 80 3/4@80 1/2; Elmira and Williamsport pref., 40@—; do. 7s, 1873, 94 1/2@95; do. 5s, 61@—; Lehigh Coal and Navigation, 38 3/8@38 1/2; do. 6s, 1884, 88@88 1/2; do. R. R. Loan, 90 1/2@91 1/2; do. Gold Loan, 91 1/2@91 1/2; North Pennsylvania, 50@51; do. 6s, 102@102; do. 7s, 99@100; do. Chatte 10s, 114@116; Philadelphia and Erie, 28@28 1/2; do. 6s, 93@93 1/2; Minehill, 52 1/2@52 3/4; Catawissa, 19@21; do. pref., 47 1/2@48; Lehigh Valley, 60 3/4@61; do. 6s, 96@98; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 65@65; Thirteenth and Fifteenth, 24 1/2@25; Spruce and Pine, 31@31 1/2; Green and Coates, 44@—; Chestnut and Walnut, 52@52; Hestonville, 21 1/2@21 1/2; Union, 60@—; Germantown, 32 1/2@35.

Boston.—Vermont Central 1st mort., 88; do. 2d mort., 41 1/2; Fitchburg and Worcester 1st mort. 7s, 1889, 88 1/2; Leavenworth, Lawrence and Galveston 10s, 1st mort., 96 1/2; Burlington and Missouri R. R., 117 1/4; do. Land Grant 7s, 97 1/2; Kalazamoo and South Haven R. R. 8s, 1889, 104 1/2; Vermont Central and Vermont and Canada 8s, 1889, 102; Chicago, Iowa and Nebraska R. R., 110; Cincinnati, Sandusky and Cleveland R. R., 23; Indianapolis and Cincinnati R. R., 7; Rutland R. R., 39; do. pref., 85; do. 8s, 1880, 100 1/2; Connecticut and Passumpsic Rivers R. R. pref., 91 1/2; Worcester and Nashua R. R., 137 1/2; Portsmouth, Gt. Falls and Conway R. R., 112 1/2; Norwich and Worcester R. R., 119 1/2; Nashua and Lowell R. R., 150; Cary Imp., 16 1/2; Boston Water Power, 45; Waverly Land, 4 1/2; Maine 6s, 101 1/4; Boston 5s, 1887, gold, 98 1/4; Chelsea 6s, 1891, 100; Manchester 6s, 1891, 100; Cincinnati 6s, 1885, 96 1/2; Minneapolis 8s, 1888, 99 1/2; St. Louis 6s, 1879, 92 1/2; do. 1887, 92; do. 1881, 91 1/2; Cook County IIs., 7s, 100 1/2; St. Louis County 7s, 1881, 100 1/2; Bath 6s, 1891, 90 1/2; Hartford 6s, 1893, 100; Chicago 7s, 100 1/2; Allouez Mining Co., 4; Calumet and Hecla, 103; Hancock, 2 1/2; Humboldt, 1 1/2; Peterick, 1 1/2; Star, 50c.

Baltimore.—Virginia Consolidated 6s, 64 1/2; do. Deferred Certificates, 30 1/2; Memphis City 6s, 58 1/2; Western Maryland R. R. 1st mort., 80; do. 2d mort. guar., 92; Central Ohio 1st mort., 87 1/2; Pittsburgh and Connellsburg bonds, 94 1/2; Virginia and Tennessee 8s, 87; Orange, Alex. and Manassas bonds, 80 1/2; Orange and Alex. 4th mort. 8s, 82 1/2. The latest quotations are: Pittsburgh and Connellsburg 7s, 1898, 94 1/2@94 1/2; Baltimore and Ohio, 141@145; do. 6s, 1875, 96@96 1/2; do. 1880, 96@—; do. 1885, 96@96 1/2; Northern Central, 40 1/2@41; do. 6s, 1885, 90 1/2@—; do. 1900, 90@90 1/2; do. 6s, 1900, gold, 91@91 1/2; N. W. Va. 1st mort., 98@—; do. 2d mort., 96@—; do. 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 95 1/2@96; do. 2d mort., 84 1/2@85; do. 3d mort., 79@81; Central Ohio, 29@30; do. 1st mort., 87 1/2@88; Western Md. 1st mort. 6s, 1890, 80@82; do. guar. by Baltimore City, 92@—; do. 2d

mort. guar., 92@92½; do. 2d mort. pref., 81@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 79@79½; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 78½@80; do. 3d mort. 8s, 86@87½; do. 4th mort. 8s, 88@—; Orange, Alex. and Manassas 7s, 80½@80½; Virginia and Tennessee 8s, 87@88½; do. 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@78; Baltimore 6s, 1875, 99½@99½; do. 1884, 98½@99; do. 1886, 98½@98½; do. 1890, 98½@100; do. 1893, 98½@99; do. 1900, 98½@99; do. 5s, 1838-70, 81½@82; Memphis City 6s, 58½@59½; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22½@24; George's Creek Coal, 70½@; Baltimore Copper, 0.50@1.25; Santa Clara 1@1.00; Atlantic Coal, 1.40@1.87½.

#### St. Joseph and Denver City Railroad.

The coupons and interest on the First Mortgage Eight per cent. Gold bonds of the St. Joseph and Denver City Railroad Company, both Eastern and Western Divisions, due August 15, 1871, at New York, will be paid at the office of the Farmer's Loan and Trust Company, free of tax. A circular descriptive of the Bonds of the Western Division of this road, and the security upon which they are based, will be found on the first page of this week's issue. It will be observed that while the principal is payable in gold in New York thirty years hence, the interest is also payable in gold semi annually in the cities of New York, London, and Frankfort-on-the-Main, free of tax. The payment of the principal and interest is secured by a first and only mortgage on the Company's Lands, granted by the United States in 1866, lying on the line of this road, and amounting to 1,500,000 acres, the railway of the Western Division, extending from Marysville, Kansas, to a junction with Union Pacific Road at Fort Kearney a distance of 170 miles, together with the Equipments appertaining, Franchises, Rights of Way and Personal Property. They are Coupon Bonds, but can be registered or converted into Registered Bonds, and are receivable at par and accrued interest in payment of the Company's land sales. The value of these bonds, may be inferred from the fact that similar bonds on the Eastern division of this road, previously disposed of at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

It should be borne in mind that this company has already constructed and equipped the Eastern division of its road, extending from St. Joseph to Marysville, a distance of 112 miles, and that it is a practical extension westwardly of the Hannibal and St. Joseph railroad, which is the next land grant road after the Illinois Central.

The St. Joseph and Denver City Railroad connects at St. Joseph with railways running direct to St. Louis, Hannibal and Toledo on the east, and connecting as it will with the Union Pacific Road on the west, is a very important link in the continental chain of railways. It also has through railway connection with Chicago. A very large part of the line is graded, and track-laying being now far advanced, will continue rapidly until the junction with the Union Pacific Road is made.

The entire property is mortgaged to the Farmer's Loan and Trust Company, of the City of New York, as trustees. The mortgage is dated May

14, 1870, and under it, and as their security, these bonds are issued.

The bonds can now be had at 97½ and accrued interest in currency, from Messrs. TANNER & Co., Bankers, 11 Wall st., N. Y., or through the principal banks and bankers in the United States.

#### The Washington Insurance Company.

The evidence of the continuous success of this ever reliable and substantial incorporation is observable in our advertising columns, which announce its fortieth dividend; this time, five per cent., making a total of twelve per cent. for the year. Next to the admitted high ability, and the untiring energy of its officers, the "Washington" is mainly indebted for its unrivalled prosperity, to the participation system, which is unquestionably the safest, most economical, and altogether most satisfactory plan of effecting insurance from loss or damage by fire. By it, the policy-holder becomes a joint participant in the profits of the company, to the amount of seventy-five per cent. of the total, and for a number of years passed, with the "Washington," these scrip dividends have amounted to fifty per cent. per annum. Thus those persons who have been shrewd enough to avail themselves of this great advantage, by embracing participation, have effected their insurance at just half the established rates. And withal there is no extra risk to the policy-holder, as he assumes no liability; nor is it necessary that he should, as the "Washington," besides its capital of \$400,000, has accumulations which make its total cash assets over \$800,000. The headquarters of this sterling company is at No. 172 Broadway. It writes fire and inland navigation policies, either participation or in the old style, as desired, and insure buildings, merchandise, household furniture, rents, leases, and all kinds of personal property. It emphatically stands in the very front rank of our leading City underwriting incorporations.

The Lynchburg *Republican* announces, on the authority of Gen. Wickham, vice president of the Chesapeake and Ohio Railroad Company, that what is termed the Clifton Forge connection with Lynchburg has been determined upon. The present round about line of the road from the Forge northeastwardly, via Staunton, has a number of heavy grades, which will be avoided by the shorter and better line southeastwardly through Lynchburg. Gen. Wickham is reported as also stating that the same company would continue its connection, on an air-line, from Lynchburg to Richmond.

The directors of the New York West Shore and Chicago Railroad Company have elected J. M. Consteney, President; W. M. Richards, Treasurer; L. M. Gurthie, Secretary; and Charles B. Stuart, Engineer-in-Chief.

The receipts of the New Jersey Southern Railroad line for the four months ending with July, 1871, were \$216,684 81; and for the corresponding period of the previous year, \$158,206 18—showing an increase of \$58,478 13.

The total shipments of Coal from Cumberland, Md., for the year 1871, up to July 29th, were 1,289,890.69 tons, of which 815,827.12 tons were by Baltimore and Ohio Railroad, and 474,062.17 tons by Chesapeake and Ohio canal.

## THE NEW YORK (VIADUCT) RAILWAY COMPANY.

### PUBLIC NOTICE.

The undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW YORK RAILWAY COMPANY, give notice that the Books of Subscription to the Capital Stock of such Company WILL BE CLOSED on the

31st day of August, 1871.  
UNTIL THAT DAY the Books will remain open for Subscribers at the Banking House of

Duncan, Sherman & Co.,  
No. 11 Nassau Street,

and also at the

Bank of the Metropolis,  
No. 31 Union Square.

Until the Books of Subscription are closed, ALL SUBSCRIBERS for Stock will have the Benefit of Interest upon the several instalments paid, and as allowed to those subscribing within thirty days after the Books were opened.

Dated, NEW YORK, July 24th, 1871.

Alex'r T. Stewart, John Jacob Astor, Levi P. Morton, Commissioners on behalf of the Company.

#### Illinois Central Railroad.

The statement of this Company for the month of July, 1871, is as follows:

LAND DEPARTMENT.		
Acres Construction Lands		
Sold.....	2,814.07	for \$26,663 59
Acres Int. Fund Lands		
sold.....		
Acres Free Lands sold..	680.00	for 14,212 00
Total sales during month		
of July, 1871.....	3,494.07	for \$40,875 59
To which add Town Lot		
Sales .....		1,203 06
Total of all.....	3,494.07	for \$42,078 65
Cash collected in Ju'y, 1871.....		\$181,450 79

#### ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

In Illinois	In Iowa	Total.
707 Miles.	402 Miles.	1109 Miles.
Freight.....	\$440,582 00	\$47,640 00
Passengers...	110,447 10	34,809 70
Mails .....	6,875 00	3,059 33
Other sources	69,000 00	2,940 67
		71,940 67
Tot. July, '71	\$626,404 10	\$88,449 70
Tot. act'l earnings, July, '71	\$499,187 30	\$112,028 69

The Oil Creek and Allegheny River Railroad Company having leased the Union and Titusville Railroad, all communications will, until further notice, be addressed to the general office, Corry, Pa.

Jarvis Lord and James Bellows, of Rochester, and S. B. Sprague, of Ithaca, have taken the contract for the construction of the Geneva and Ithaca Railroad.

W. G. Peck has been appointed superintendent of the Vineland (N. J.) Railroad.

## Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were:

## ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$1,192,477	\$2,193,019
"    cotton...	950,708	1,397,058
"    silk....	1,281,887	1,836,494
"    flax....	665,744	821,450
Miscellaneous dry goods..	546,156	634,157

Total entered for consump. \$4,627,472 \$6,882,173

## WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$582,981	\$901,247
"    cotton...	178,644	398,772
"    silk....	202,132	491,815
"    flax....	290,228	319,010
Miscellaneous dry goods..	48,775	78,966

Total withdrawn from warehouse ..... \$1,302,710 \$2,175,810  
Add entered for consump. 4,627,472 6,882,173

Tot. thrown on the market. \$5,930,182 \$9,057,983

## ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$1,184,516	\$1,435,848
"    cotton...	328,876	426,955
"    silk....	458,814	1,011,450
"    flax....	371,862	402,875
Miscellaneous dry goods..	69,182	88,326

Total entered for wareh'g. \$2,383,250 \$3,365,449  
Add entered for consump. 4,627,472 6,882,173

Total entered at the port. \$6,990,722 \$10,247,622

The imports of foreign dry goods at New York for seven months from January 1, were:

## ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$9,454,217	\$9,604,654
"    cotton...	9,349,736	12,936,828
"    silk....	12,172,767	17,213,827
"    flax....	5,601,864	7,182,861
Miscellaneous dry goods	5,269,485	6,022,964

Total entered for cons'p. \$41,848,069 \$57,961,184

## WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool...	\$5,844,275	\$6,429,710
"    cotton...	3,692,599	3,357,579
"    silk....	2,887,859	3,772,742
"    flax....	3,546,995	3,846,826
Miscellaneous dry goods.	921,028	933,489

Total withdrawn from warehouse ..... \$16,893,356 \$17,840,346  
Add entered for consump. 41,848,069 57,961,184

Total thrown on the market..... \$58,741,425 \$75,801,480

## ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$6,087,379	\$7,480,278
"    cotton...	3,572,143	3,983,075
"    silk....	2,846,074	4,744,482
"    flax....	2,884,983	2,700,766
Miscellaneous dry goods..	728,765	1,174,265

Total entered warehouse. \$16,314,344 \$20,082,866  
Add entered for consump. 41,848,069 57,961,184

Total entered at the port. \$58,162,418 \$78,044,000

**[F]** The Commissioners of the Intercolonial Railway have awarded the following contracts: No. 18, McDonald & Co., for \$934,883; No. 19, Nelson & McGow, \$245,475; No. 6, Gough & Co., \$208,600; No. 3, Berlinquet & Co., \$462,444; No. 4, Smith & Pitblado, \$438,818. Several of the contracts previously awarded, have been relet.

## Journal of Railroad Law.

## RAILROAD COMPANIES—WHAT DOES NOT CONSTITUTE NEGLIGENCE—LIABILITY OF PARENTS FOR NEGLIGENCE OF YOUNG CHILDREN.

The facts in the late case of The Pittsburg, Fort Wayne and Chicago Railway Company vs. Brumstead (48 Ill., 221), are fully and clearly stated in the following opinion by

**BREESE, CH. J.**—This was an action of trespass, on the case, brought to the Cook Circuit Court, by Thomas Brumstead, against the Pittsburg, Fort Wayne and Chicago Railway Company to recover damages for an injury to a minor son, occasioned by the careless management of the locomotive and train of the defendants. The injury occurred at a station, on the defendants' road, in the State of Indiana, called Castello.

The cause was tried by a jury, who returned a verdict against the defendants of four thousand five hundred dollars. A motion for a new trial was made by the defendants, which was overruled. On the plaintiff remitting, at the instance of the Court, three thousand dollars of the verdict, thereupon judgment was entered against the defendants, for the sum of fifteen hundred dollars.

To reverse this judgment, the defendants have appealed to this Court, and several points are made, which we will notice.

It appears the injured party was a child about four years of age, living with his parents in close proximity to the defendants' railway track. On the day of the accident, he was left, by his mother, who had occasion to visit a neighbor, in charge of his sister, a girl fourteen years of age, and while she was engaged in some necessary duty in the house, the boy, without her knowledge, left the house, and soon after was found, to all appearances, dead, near the track, and was taken up and brought to his house, one of his feet crushed, and otherwise wounded. It appears, a private cart road crossed the track near the dwelling of the boy's parents, which was used, without question, by every one who had occasion to use it. It was on this road this accident occurred, and was occasioned by an express train running, with great velocity into a push car in advance of it, going in the same direction of the train, and such was the force of the collision that the push car was shattered to pieces, a fragment of which struck the boy, who was on the private road, and some considerable distance from the place of collision.

The first point made by appellants is, that the child was a trespasser on appellants' right of way, and his parents, in suffering him to be there, were guilty of such a degree of negligence as to furnish a complete defense to the company for an injury which would not have occurred but for this wrongful intrusion, unless the company shall be shown to be guilty of negligence so gross as to imply a willingness to inflict the injury.

The place where the accident occurred was, in fact, on appellants' right of way, though not upon the track. The boy was struck while on a road used by the public, which crossed the track, and where he, in common with the rest of the public, had a right to be, until the company should forbid, or prevent, so much of its right of way from use by the public.

The next point made by appellants is, that the

parents of this child were guilty of great negligence in leaving him with his young sister. We cannot perceive, admitting it is a duty of the most imperious obligation resting upon parents, to use vigilance in the care of their offspring of tender years, that the parents of this child were wanting in this requirement. A mother cannot be always, at all hours, with her child, nor is there any necessity she should be, nor is it practicable. She must perform her accustomed avocations; and in one moment a child of four years of age may escape from her notice; it cannot be otherwise. The parents of this boy, the evidence shows, were in a very humble walk of life, who had, the mother especially, something more important to do than to watch her child, lest he came to harm. She had to contribute her labor to feed and clothe him, and it is unreasonable to demand she should have no other employment than to guard her child from danger. Leaving the child with his sister, a girl of fourteen years of age, and who appears, from her testimony, to be intelligent and affectionate, was not negligence. It was unavoidable, and she was trustworthy and competent to take the charge of the child. What would be the public judgment of a rule of law which should forbid a mother to have a child four years of age, with his sister of fourteen, while their mother was providing for their sustenance, or enjoying herself by a short visit to a neighbor? Such a rule would not receive the sanction of any Court, and is not to be found in any adjudged case, or in any legislative enactment and has no reason in its favor. There was no negligence of the mother, and the child was in a place where he had a right to be, and at a safe distance from the railroad track.

The remaining point is, there was no negligence on the part of those having the train in charge.

On this point, the evidence establishes negligence in two particulars: first, in loaning the push car to be used by strangers, and second in not stopping the train in time to avoid collisions.

The loan of the push car, by the company's agent to persons not accustomed to its use, was a species of carelessness, nay, recklessness, with which we did not suppose a faithful and competent agent could be chargeable. When the agent loaned it, he knew it was in violation of his instructions, the result of which might be pecuniary loss to his employers. His wrong act was, in part, the cause of this disaster, and life-long injury. But above and beyond this, the conduct of the engine driver, in charge of the express train, admits of no justification or palliation. It is impossible to believe he did not see the signals excited persons were making, warning the driver of danger, and it is beyond all controversy, he could, if he had been ordinarily careful, have stopped the train in time to avoid collision with the push car, which was in plain sight for more than a mile. The fact that he supposed the push car was under the conduct of section men, who would take it off the track on the approach of a train, is no justification for his recklessness in crushing it to pieces. He should have known the car was not under the control of railroad employees, by the fact they did not attempt to remove it from the track on the signal being given. Not attempting it, the driver should at once have slackened speed, and broke up the train. This he could

easily have done, and it was negligence of the grossest kind in omitting it, and, for the consequences, the company must be responsible. A railroad company has no right to keep in its service such a reckless man.

It is also made a point by appellants, that the Court erred in refusing to give instructions moved by them, numbered two, three, four and eleven.

The substance of number eleven was contained in the eighth instruction given for appellants, and the other instructions above specified were properly refused. Instruction numbered two, leaves out of view negligence of their employees in running the train, even if the child was a trespasser on the right of way, the driver had no right to run over him and crush him. Instruction three is liable to the same criticism, and so is number four.

Perceiving no error in the record, the judgment must be affirmed.

Judgment affirmed.

#### New Jersey Southern Railroad.

The Capital Stock (\$4,000,000), and First Mortgage Bonds (\$2,000,000), of this Company having been admitted to dealings at the New York Stock Exchange, the following particulars in reference to the road will be of interest:

The New Jersey Southern Railroad Company obtained its rights under the foreclosure and sale of the Delaware and Raritan Bay Railroad, Sept. 14, 1869, since which it has added very materially to its importance by purchasing nearly all of the stock of the Long Branch and Sea Shore Railroad and operating the road, and by constructing a road from Whitings, on its own line, to Pemerton, N. J., where it connects with the Camden and Amboy Railroad, making the distance to Philadelphia but eighty-nine miles from Sandy Hook. At Farmingdale it connects with the Freehold and Jamesburg Agricultural Railroad; at Whitings, with the Barnegat railroad; at Atsion, with the Vineland Railroad, forming a new outlet to New York from Delaware and Maryland; and at Tom's River with the Wareton Railroad. The Williamstown Railroad, from Atco to Glassborough, is also under contract.

The former opposition by the Camden and Amboy Railroad has been entirely removed, and a perpetual running arrangement has been made with the "Joint Companies of New Jersey," the latter furnishing all the necessary terminal facilities at Philadelphia. The arrangements for taking freight by this line to Philadelphia, and the South, have been but recently completed, but a gratifying increase in receipts is already manifest, which will doubtless improve as the line becomes better known. The transfer office is at No. 120 Broadway, and the stock is registered by the Farmer's Loan and Trust Company. The officers of the Company are:

President, ASHBEL GREEN, New York; Vice-President, GRO. B. UPTON, Boston; Treasurer, HENRY G. MARQUAND, New York.

Directors—Henry M. Alexander, New York; Wm. S. Snedden, Red Bank, N. J.; Samuel T. Dana, Boston; John J. Stockton, Trenton, N. J.; Samuel H. Gookin, Boston; George B. Upton, Boston; James A. Gould, New-York; Boston Van Vliet, New York; Ashbel Green, New York; Samuel G. Wheeler, Jr., New-York; Charles W. Huntington, Boston; Benjamin Williamson, Elizabeth, N. J.; Cortlandt Parker, Newark, N. J.

Trains are now running over the Duxbury and Cohasset Railroad as far as Marshfield, and within two miles of Brant Rock, and will be completed to the terminus at South Duxbury by the 17th of August. The road is operated by the Newport and Old Colony Railroad Company.

#### The Public Debt Statement.

The following is a recapitulation of the public debt statement July 31, 1871:

DEBT BEARING COIN INTEREST.
Five per cent. bonds..... \$275,307,800 00
Six per cent. bonds..... 1,608,444,350 00

Total..... \$1,883,751,650 00
Accrued interest..... 29,397,707 13

DEBT BEARING INTEREST IN LAWFUL MONEY.
Three per cent. certificates..... \$30,000,000 00
Navy Pension fund 3 per cent..... 14,000,000 00
Certificates at 4 per cent..... 678,000 00

Total..... \$44,978,000 00
Interest..... 232,885 20

Debt on which interest has ceased since maturity..... \$1,910,142 26
--

Interest..... 312,426 32
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DEBT BEARING NO INTEREST.
Demand and legal tender notes..... \$356,095,471 25
Fractional currency..... 89,081,641 91
Certificates of gold deposited..... 19,468,700 00

Total..... \$416,645,813 16
Unclaimed Pacific R.R. Interest..... 11,262 18

Total amount outstanding..... \$2,345,285,605 42
Total interest..... 29,954,280 78

Total debt, principal and interest, to date, including interest due and unpaid..... \$2,375,239,886 20
--

AMOUNT IN TREASURY.
Coin..... \$83,742,709 55

Currency..... 8,168,318 67
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Total..... \$91,911,028 22
----------------------------

Debt less amount in Treasury..... \$2,283,228,857 98
--

Debt less amount in Treasury..... July 1, 1871..... 2,292,030,834 90
--

Decrease of debt during the past month..... \$8,701,976 92
--

Decrease of debt since March 1st, 1869..... \$212,134,402 03
--

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:
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Accrued interest, not yet paid.
Amount outstanding.
Union Pacific..... \$27,236,512 \$136,182 56
Kansas Pacific..... 6,303,000 31,515 00
Sioux City and Pacific..... 1,628,320 8,141 60
Central Pacific..... 25,881,000 129,405 00
Central Branch Union Pacific..... 1,600,000 8,000 00
Western Pacific..... 1,970,000 9,850 00

Totals..... \$64,618,832 \$323,094 16
---------------------------------------

Interest paid by United States..... \$12,692,475 41
---

Interest repaid by transportation of mails, etc..... 3,063,865 33
---

Balance of interest paid by United States..... 9,628,610 08
---

W. O. Hughart has been elected President, John H. Page, Jr., Secretary, and W. H. Ijams, Treasurer of the Baltimore, Pittsburg and Chicago Railroad Company. The directors are: Wm. Keyser, P. H. Garrett and W. F. Burns, of Baltimore, and James Laughlin, Jr., W. D. Wood and George F. McLane of Pittsburgh.

The Vineland Railroad from Winslow to Vineland, (N. J.) is now in running order and ready for traffic. It will be pushed through to Atsion as rapidly as possible.

Mr. Wm. H. Appleton, of the firm of Appleton & Co., of New York has been elected President of the Port Royal Railroad Company.

#### Portland, Rutland, Oswego and Chicago Railway.

At the convention held on the 26th ult. in Portland for the purpose of promoting the location and construction of the line from that city to Chicago, Mr. Hamlin, in his speech on the occasion, explained the object of the bill introduced by him in the United States Senate on the 19th of last January, in aid of the project. In summing up he said:

It secures direct and rapid communication between the West and Europe by finding an ocean outlet 200 miles nearer Europe than any other in the United States that has commercial advantages and prevents the extortions of combinations by placing a regulating power in the hands of the Government. It does not take a dollar from the public treasury or ask a foot of land. It asks the Government to become a guarantor, by the issue of its bonds, and receive as security the first mortgage bonds of a first class corporation, on such terms as will protect the nation from loss in any contingency.

The new features of this bill in railroad legislation and its consequence to New England, if sanctioned by the General Government, will make the following notice from an intelligent correspondent in Maine of the Boston *Journal* of special interest. The correspondent attended the convention at Portland, and we judge that, in part, his explanation of this new railroad legislation and the project itself is condensed from Senator Hamlin's speech. He writes as follows:

Mr. Hamlin, Jan. 19, 1871, asked and obtained by unanimous consent, leave of the U. S. Senate to bring in a bill "to secure cheap transportation of breadstuffs and provisions from the West to the seaboard, at uniform rates throughout the year."

This bill is the first of the kind introduced to the attention of Congress—a novelty in its way. It provides for a contract by the Postmaster General with the P. R. O. and C. Railway Co. to construct and maintain a double-track line of railway, with an adequate equipment, and with steel rails and iron bridges from Portland Harbor, by the most practicable route, westerly across the States of Maine, New Hampshire, Vermont, and New York, to Oswego, and thence by the most direct practicable line to the city of Chicago.

Upon the completion and equipment of forty miles of the road, the Secretary of the Treasury is to issue to the Company United States Bonds, payable in thirty years, to the amount of \$50,000 per mile, which issue shall constitute *ipso facto* a first mortgage on the whole line of the road and property of the Company, and so on for every forty miles completed. The interest and bonds as they fall due to be paid by the Company: the location to be approved by an engineer appointed by the President of the United States; and the railway is declared to be a "National highway and a post road;" Congress to pass all needful laws for protection of the same; and it is made the duty of each State through which it passes to cede jurisdiction over the territory occupied by the road. In case of failure to pay the interest on bonds, it is made the duty of the Postmaster General to take possession of the line and run the road at the expense of the company, and Congress shall dispose of it "as to justice and equity may appertain." The rate of fares and freight to be established by the company shall be subject to revision and alteration by Congress, and to be uniform throughout the year. Government may at any time take possession of the road, franchise and property of the company, paying such compensation therefor as may be awarded by commissioners.

These provisions, with others, are elaborated in the bill. The company is said to be composed of gentlemen in the several States through which the road is to pass, probably under a charter from

each State, with an organization, and authority to connect with other roads by purchase or otherwise, the United Roads forming the Portland, Rutland, Oswego and Chicago Railroad Co., with which the U. S. Government is to contract, and to which it is to furnish the \$50,000 per mile if the enterprise is successful. Of the two grand divisions of the road, the one from Portland to Oswego—400 miles—it was the immediate purpose of the convention last week to provide for. The larger division, from Oswego to Chicago—600 miles—is to be left out for the present. With the eight railroad companies between Portland and Oswego a basis of union has been agreed upon. The project is a magnificent one, and doubtless will engage the attention of Congress chiefly through the influence of Western members.

#### Virginia and Maryland Railroad.

At the last session of the Virginia Legislature a charter was granted to a company to build a railroad from some point on the Potomac between White's Ferry and Knoxville to Manassas Junction, connecting with the Loudoun and Hampshire Railroad at some point west of Goose Creek—that is, at Leesburg or Hamilton, and running through the magnificent marble quarries of Loudoun county. This road will be one of great importance, not only to the region of country through which it runs, but to Washington city. It will give us a new and short connection with the West and North west, and will open up in and through Loudoun county as fine a region of country as there is anywhere. The books for the subscription of stock were recently opened in Leesburg, and the amount of stock necessary to organize the company and begin the construction of the road was promptly taken. A meeting of the shareholders was then called at Nokesville, Prince William county, on the 22d July. At this meeting a majority of the commissioners and all of the shareholders were represented, and the company was organized. The following shareholders were elected Directors: Governor Henry D. Cooke, Alexander R. Shepherd, Hon. Isaac D. Budd (of Loudoun), J. A. Partridge, J. V. W. Vandenburg, Chauncey H. Snow (of Prince William), and Alexander Johnston. The Directors then held a meeting and elected the following officers: President, Governor Henry D. Cooke; Vice President, Chauncey H. Snow; Treasurer, Major J. V. W. Vandenburg; Secretary, Alexander Johnston. An executive committee, consisting of the Hon. Isaac D. Budd, Alexander Johnston and the President, was appointed. The gentlemen who have taken charge of this enterprise, as will be seen, are such as will put it through. Although it is a new company, and the grading and masonry of a considerable portion of the route has already been completed, and a reconnaissance will at once be made to ascertain the most feasible point to cross the Potomac, which will probably be at the Point of Rocks or Berlin. Hon. Isaac D. Budd, of Loudoun county, who is a man of energy and shrewdness, has taken great interest in this improvement and evidently recognizes in it something higher than mere local interests. Although wedded to the interests of his own country—one of the finest in Virginia—he manifests great interest in the prosperity of the National Capital.—*Washington Republican.*

#### The Miramar Railroad.

The Boonsboro' (Washington Co., Md.) *Odd Fellow*, of 26th ult., gives the following facts in reference to this road:

The Miramar railroad, built last year, runs from Shippensburg, Pa., to the Susquehanna, opposite Harrisburg, a length of thirty eight miles. It is proposed to extend this road southward from Shippensburg, by Waynesboro', Pa., and Boonsboro', Md., to the Potomac river. The railroad company, on the 3d instant, passed resolutions to give bond for the construction of the road to Waynesboro' whenever \$200,000 should be subscribed towards it. From Bridgeport, opposite Harrisburg, on the Susquehanna, to Shippens-

burg, the distance is thirty eight miles. The estimated cost of road and equipment to this point is \$1,000,000. The distance from Shippensburg to Waynesboro' is about twenty miles; from Waynesboro' to Boonsboro' about seventeen, and from Boonsboro' to the Potomac about eight or nine miles—making in all about eighty-five miles. The construction and equipment of the road (taking the estimate as far as to Shippensburg as a basis) would be about \$2,500,000. It is probable that Boonsboro' will be called upon to subscribe from \$60,000 to \$70,000. The engineers are now engaged in surveying the route through to that town.

#### Three Foot Gauge Railway in Georgia.

The contract for grading, bridging, laying the track and completing the first twenty miles on the North and South Railroad has been awarded to Messrs. A. J. Lane & Co., and John T. Grant & Co. on a joint bid made by the two firms. Theirs was the lowest of the thirty-five put in. The specifications require work to be commenced within twenty days. A gauge of three feet was adopted.

The stock (\$500,000) required by the charter before Directors can be elected has been secured by the Columbus, Harris, Heard, Rome and LaGrange subscriptions, and it is said that the stockholders will meet in forty days to elect officers. The road has been pushed to its present favorable condition by the corporators, who are clothed under the charter with all the powers of Directors until the regular organization. Large subscriptions are yet to be obtained of Polk, Harrison, Carroll, Muscogee and Floyd counties.

This, we believe, is the beginning of narrow gauge railway systems in Georgia, which will be carried to such an extent as will modify greatly the policy of management of our existing broad gauge system. The present policy is extremely low rates for what are technically known as through freights and "full rates for local freight;" for example, a traveller from New Orleans to New York is required to pay only one cent per mile for transportation, while the Georgian is made to pay five cents per mile for his transportation between points within the State. Again, the Columbus people, we are told, found it cheaper last winter to ship cotton to Selma, Alabama, for reshipment to New York, than to ship directly from Columbus to Savannah or New York. This is one feature in railroad policy that is directing public opinion to the narrow gauge system, to avoid the evils of discrimination in tariff rates by cheaper rates for local freight and transportation. Another feature, which makes the narrow gauge system almost imperative, is the necessity for a system that will cost less in construction than our present expensive broad gauge system, to bring into use the many thousand acres of unoccupied lands throughout the State. These lands are now of little value either to the State or the owners. Our people have not the means to build broad gauge roads. But narrow gauge roads are no longer an experiment under British experience, and they come within the means of any community within the State.—*Columbus Sun.*

#### The New Columbia and Augusta Railroad.

Col R. R. Bridgers, the President of the Wilmington, Columbia and Augusta Railroad, we mentioned a few days ago, has concluded to continue his road from Columbia, whither he will soon run by the short cut from Sumter, to Augusta. With a road already in operation from Columbia to Augusta, this must be considered a bold stroke. He proposes to run an air line, as near as the nature of the country admits, and thus save from twenty to twenty five miles over the Charlotte Road, which runs to within a few miles of Edgefield Court House, and terminates at Graniteville. The new road will thus have the advantage in distance and, therefore, in time. For these reasons it will doubtless have the greatest share of the passenger trade, and most likely carry the mail. As to through business, neither road will break bulk in Columbia, and each will carry just whatever it can drum up at its northern termini.

nus. The route will go mostly through a section of country hitherto undeveloped, tangential now and then with the Charlotte and Augusta, and perhaps to a slight degree with the South Carolina Railroad. It may, therefore, reasonably expect a considerable local business. There will certainly be a lively competition in Columbia, and Augusta bids fair to become one of the greatest railroad centres in the land.—*Charleston News.*

#### Virginia Valley Railroad.

A telegram to the *Richmond Dispatch*, dated Lexington, August 1, says:

"The Valley Railroad Company met here today. The representation was full. The amount of subscription necessary to secure the subscriptions of Baltimore city and of the Baltimore and Ohio Railroad Company was reported raised and the cash quotas provided for. The company organized permanently. Mr. Robert Garrett, as president, and fifteen directors were elected—the same as were elected at a former meeting. Propositions were submitted by different sections along the line offering large subscriptions and a right of way free of land damages if the road be run on their routes. A corps of engineers is already in the field making a permanent location."

#### Augusta and Port Royal Railroad.

The Augusta (Ga.) *Constitutionalist*, of the 29th ult. states that the Augusta and Port Royal railroad has been purchased by Mr. James Appleton and some other gentlemen of New York and South Carolina, and then adds:

When this road shall be finished we will have a short and direct route to one of the best ports on the Atlantic coast, and so much trouble and delay will be saved in shipping goods. The chief object in building railroads now is to obtain as short routes as possible. The Port Royal railroad will materially shorten the distance between the great producing country of the West and of the sea, all produce from New York being now sent to Charleston.

The receipts of the Raleigh and Gaston Railroad for the year ending May 1, 1871, were \$348,422, and the operating expenses, \$204,277—leaving a balance of \$144,145. The following gentlemen have been chosen directors for the ensuing year: Wm. J. Hawkins, Paul C. Cameron, A. M. McPheters, J. B. Batchelor, Geo. Little, Walter Clark and S. S. Royster. The officers are: President, Wm. J. Hawkins, Superintendent, A. B. Andrews; Treasurer, W. W. Vass. Dr. Hawkins is also President of the Chatham Railroad largely owned and controlled by the Raleigh and Gaston Railroad Company.

The Washington and Ohio Railroad is to run from Washington city, through Loudoun, Clarke, Frederick, Hampshire, &c., to the Ohio. It is partially constructed through Loudoun to Hamilton, and from this latter point bids are invited for contracts for the thirty-one miles to Winchester, to be completed by May, 1872. The company has mortgaged its whole line to raise nine millions to complete the road. Hon. Lewis McKenzie is President of the Company.

The track of the Sugar River Railroad has been laid beyond Bradford into the town of Newbury, and will be pushed ahead speedily towards the Newbury Summit.

The property of the Staten Island Shore Railroad Company, recently sold at Auction, was purchased by James Moore, for \$31,000.

The Tuckertown railroad is nearly finished.

**Cincinnati and Indianapolis Junction R. R.**

The officers of the Cincinnati, Hamilton, and Dayton and the Cincinnati and Indianapolis Junction Railroads, with the approval of the respective Boards of Directors, have entered into a contract by which the latter Railway is to pass into the hands of the former, and to be operated in connection therewith. The Cincinnati *Commercial* says that under this arrangement the Junction Road turns over a majority of its common stock, and \$500,000 of preferred stock, being one half of the amount issued by the company, to the Cincinnati, Hamilton and Dayton Railroad, as the property of the latter. This will give the Cincinnati, Hamilton and Dayton complete control of the road, and makes another direct road in one interest from this city to Indianapolis. The equipment of the Junction Road is estimated at \$800,000. It is encumbered by a first mortgage to secure \$1,200,000, a second for \$800,000, and a third for \$800,000, yet to be issued. It owes a floating debt of about \$1,000,000, and has issued a preferred stock of over \$1,000,000.

George Batchelder has been elected Superintendent of the Eastern (Mass.) Railroad, vice Jeremiah Prescott, resigned.

**FORTIETH DIVIDEND****WASHINGTON INSURANCE CO.,  
No. 172 BROADWAY,**

NEW YORK, July 28, 1871.

A DIVIDEND of FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

**CIVIL AND MECHANICAL ENGINEERING**, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to PROF. CHARLES DROWNE, Director.

**ENVELOPES.****SAMUEL RAYNOR & CO.,  
115 & 117 William street,  
New York.**

Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

**HEYERDAHL, SCHÖNBERG & CO.,  
31 Pine Street,  
NEW YORK.****IMPORTERS OF  
RAILROAD IRON,  
AND DEALERS IN  
RAILWAY MATERIALS.****SOLE AGENTS  
IN THE UNITED STATES FOR  
SAMUEL FOX & CO'S  
Bessemer Steel Rails.**

**TO CONTRACTORS.**—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

**A DIVIDEND OF FIVE PER CENT.** IN CURRENCY, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

**NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.**

DEPARTMENT OF SURVEYS,  
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

*First.* For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

*Second.* For all the iron work on approaches to be erected complete, as per plans and specifications.

*Third.* For the gradation and masonry, to include curbing and paving, as per specifications and plans.

*Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.*

*Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.*

*Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred (\$500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.*

*The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.*

*All bidders are invited to be present at the opening of proposals offered on said day, at 3 1/2 o'clock.*

*Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.*

STRICKLAND KNEASS,  
Chief Engineer and Surveyor.

**YORK CAR WORKS.**

ESTABLISHED IN 1852.

**Billmeyer & Smalls,  
YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

**Narrow Gauge Cars**

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

**RAILROAD IRON.**

1,000 tons LLYNVI VALE.

1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale

by  
**DANAS & LITCHFIELD,**  
49tf 18 William street

**NEW YORK****State Railroad Bonds.****A First-Class Home Investment.****FIRST MORTGAGE  
GOLD BONDS  
OF THE  
RONDOUT AND OSWEGO  
RAILROAD.**

Principal and Interest payable in Gold.

**SEVEN PER CENT. SEMI-ANNUALLY.**

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds \$90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

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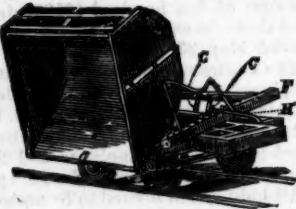
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Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

*To Replace the Hopper in Readiness for another Load.*

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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